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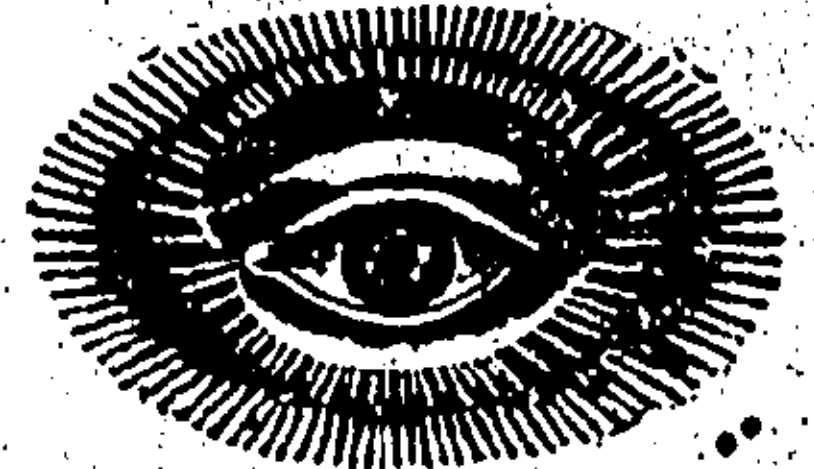
China Mail

ESTABLISHED
1845

No. 25,757 HONG KONG, SATURDAY, DECEMBER 31, 1927.

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(Personal Attention).

POSSIBLE BREACH?

KWANGSI FACTION AND CHIANG KAI-SHEK.

NO HITCH IN CANTON.

Twenty Thousand Troops In And Around City.

IRONSIDES' REPORTED MARCH FROM SHEKLUNG TO WAICHOW.

How the Kwangsi military faction, after just being restored to power in Canton, is coming to a breach with Generalissimo Chiang Kai-shek and other leaders of the Nanking Nationalist Government is related in a series of messages to hand.

No hitch has occurred so far in Canton city where Kwangsi officials are gradually resuming. Strange movements on the part of the Canton Navy are reported, but at least one detachment has reverted to loyalty to the Government.

Shkelung, the town on that part of the East River crossed by the Kowloon-Canton Railway (Chinese section) 40 miles east of Canton, is stated to be clear of the Ironsides, who have marched to Waichow, 20 miles further east.

MORE QUARRELLING!

Developments not altogether unexpected but portending vexatious quarrels within the Chinese Nationalist Party are reported in a series of overnight cables from Nanking and Shanghai.

Simultaneous with the gradual return to influence—if not to power—of Generalissimo Chiang Kai-shek, the breach between his immediate supporters and the "Kwangsi military faction" just restored to control in Canton has rapidly widened.

The correspondent of the "Hong Kong Evening Post" goes so far as to suggest that war is possible between the Chiang Kai-shek party and the Kwangsi faction along the 600 miles of the lower half of the Yangtze River.

Consequences to Canton. Such an eventuality will have far-reaching consequences on Canton and South China generally, although the two Kwang provinces may not be vitally involved.

To refresh the memory, it is necessary to mention briefly the names of the Kwangsi faction's big four and what they convey.

General Li Tsung-jen, commander of the 7th Nationalist Army—one of Chiang Kai-shek's best fighters; is believed to have taken a substantial part in causing Chiang Kai-shek's resignation in August.

General Pei Chung-hsi, hitherto chief-of-staff to Chiang Kai-shek—is also thought to have brought about the Generalissimo's retirement, immediately after which he took over control of Shanghai and environs.

General Li Chai-sum, former "governor" of Canton.

General Wong Shu-hung, "governor" of Kwangsi, who was in charge at Canton when their party was overthrown by the Ironsides and is expected back at Canton momentarily.

Opposed Chiang Kai-shek. Li Tsung-jen led the Nanking expedition which crushed the Hankow Government.

Pei Chung-hsi left Shanghai quite recently to concentrate his army at Hankow for a march back to the Kwang provinces in the south.

It will thus be seen that the Kwangsi faction has now very few troops around Shanghai or Nanking.

The Kwangsi faction has steadily opposed proposals of Chiang Kai-shek because these did not suit their interests.

Bringing Pressure to Bear.

A good many of the Nationalist generals in the Yangtze valley took part in bringing about the withdrawal of Chiang Kai-shek because they were kept in the background. Division of power which they had hoped for did not come with his departure. The Kwangsi faction became more dominant. Now it is alleged that the "other generals" are ready to exert pressure on the Kwangsi faction.

Incidents are mentioned specifically in the cables from Chinese sources but it is not proposed to deal with them here as they can only be fully explained by going into complicated details which only confuse the non-Chinese reader.

That Chiang Kai-shek intends to proceed from Shanghai to Nanking to become head of the Nationalist Government again is

RED TERROR.

Several Chinese Cities Uneasy.

MARINES LANDED AT FOCHOW.

Over 50 Boys & Girls Caught At Hanyang.

The "Red" terror is still being felt in a good many cities in China, as witness the following reports to hand:

Fochow, Yesterday. Admiral Lin, who has been in charge here, has been ordered by the Commander-in-Chief of the Nationalist Fleet (Admiral Yang Shu-chuang) to land marines at Fochow and to take command of the garrison of Fukien province.

Among the seditious propaganda distributed by Communist agents here are pamphlets drawing attention to "the Red 'victory' in Canton." Rumours are current and people are uneasy.

SCHOOL MEETING.

Police Troops & Gendarmes In a Raid.

Shanghai, Yesterday. Over fifty boys and girls, students of Hanyang city, have been arrested by the Defence Commissioner, whose troops were acting in conjunction with the Police and the Gendarmes.

It is reported that Communists were holding a meeting at the school—"Kung Sheng Yat Po." [Note: Hanyang is a city near Hankow.]

REDS AT SHASI.

Bandits Also Causing Trouble.

Shasi, Yesterday. Communists have shown activity in this area and bandits are also causing some trouble.—British Naval Wireless.

[Note: Shasi is 287 miles above Hankow. It is in the most easterly part of General Yang Sen's domains.]

CANTON'S FEARS.

Rumour of Communists' Arrival Unfounded.

Rumours were spread in Canton on Thursday night that 400 Communists had stolen into the city during the interregnum between the Ironsides' evacuation and the Kwangsi faction's return.

As pointed out by the authorities, similar rumours have been current every time there is a change of Government, but the statement that Communists have actually arrived, prepared for another rising, is unfounded.

HEADMAN MURDERED.

No. 1 Investigator of Moderate Union.

Trouble having broken out between the two rival "general" Labour Unions in Shanghai, the head investigator of one was murdered yesterday morning, and his death is attributed to Communists.

Previously, the victim had received threatening letters on three occasions.

Earlier this week, the quarrel between these two Labour Federations had reached a high pitch, both sides trying to invoke political sympathy. The aggrieved Union is reputedly "moderate."

SHANGHAI OUTRAGE.

Another Police Officer Killed.

Shanghai, Yesterday. Detective-Sergeant F. G. Campbell of the Municipal Police was shot in the abdomen this morning when a squad of foreign detectives were arresting two armed kidnappers in a bedroom of a Chinese house.

The squad then fired killing one and seriously wounding the other kidnapper. Both were armed with automatic revolvers.

Campbell died while being taken to hospital.—Router.

LINDBERGH AGAIN.

ARRIVAL IN BRITISH HONDURAS.

Belize (British Honduras), Yesterday.

Captain Lindbergh has arrived here by air from Guatemala.—Router.

BRITAIN'S TRADE.

An Encouraging Official Note.

SIGNS OF IMPROVEMENT.

Coming Conference Between Masters And Men.

Rugby, Yesterday. A more encouraging note is struck in official quarters regarding the trade outlook for Great Britain than has been the case for some time past.

The reports available for guidance indicate that, following the disastrous period in 1926 when prolonged industrial troubles caused a serious set-back to the trade of the country and the few months of

OVERCAST.

N.E. winds, fresh, overcast, is the official weather forecast until noon to-morrow.

stagnation which were experienced this year after the accumulation of old orders had been worked off, signs of improvement became apparent about last August.

The volume of exports of British produce and manufactures in the year 1926 marked the culmination of one of the greatest periods of trade expansion in the economic history of the country. Yet the volume for the first nine months of 1927 was 77.4 per cent. of that of 1926.

The falling off in volume needs also to be qualified by the consideration that any given quantity of textile goods is now exchanged for more of other goods than before the war, cotton, wool, silk, and flax having all advanced notably in price as compared with raw materials in general.

Peace Done.

Lord Londonderry, speaking at Seaham Harbour, referred to the impending joint conference between captains of industry and representatives of labour.

He said that he was inclined to believe that it was better that the conference should have been called by a great leader of industry than by the Government. The fact remained that Sir Alfred Mond, with great courage, had issued invitations to the conference.

He congratulated the leaders of the Trades Union Congress on the manner in which they had responded to Sir A. Mond's appeal. He felt that, with so hearty a response from all those who were so closely connected with the industry, the labours of the conference must be crowned with success.—British Wireless Service.

FLOWING GOLD.

SHIPMENTS FROM CANADA TO AMERICA.

DISCOUNT ON DOLLAR.

New York, Yesterday. Stimulated by the discount on the Canadian dollar more gold is returning to America from Canada.

The Bank of Montreal in New York is receiving another shipment of two million dollars, making four millions consigned to it, and a total of five millions and a half since the recent movement from Canada to New York began.—Reuter's American Service.

FLIGHT TO CHINA.

DEPARTURE FROM EDGWARE POSTPONED.

SNOWBOUND AERODROME.

London, Yesterday. Two half-pay Air Force pilots, Newall and Vincent, were obliged today to postpone their Far East flying venture owing to the risk of taking off from the snow-bound Edgware Aerodrome.

They intend to fly as soon as possible across Europe to India and Singapore, returning, if practicable, through China and Russia.—Reuter.

GUARDSMAN INJURED.

A Scots Guardsman, James Carlisle, received injuries to the head through falling whilst attempting to alight from a motor bus in Nathan Road yesterday.

He was removed to the Kowloon Hospital.—Reuter.

FALL OF TSILING.

Reported Capture by Feng.

POSITION IN HANKOW.

Fresh Trouble Breaks Out Near Wansien.

Hankow, Yesterday. News has been received here that Marshal Feng Yu-shiang (the "Christian General") has captured Tsiling from the Fengtien armies (of the Peking or Northern Government).—British Naval Wireless.

[Note: The "Christian General" is an ally of the Nationalists both at Hankow and at Nanking.]

OLD CONCESSION.

Satisfaction Over Council's Meeting.

Hankow, Yesterday. Satisfaction has been expressed over the meeting on December 28 of the Municipal Council which administers the former British Concession now known as a Special District.—British Naval Wireless.

[Note: Trouble between the Chinese authorities and the representatives of the British residents has been in existence for some months.]

New Police Chief.

Hankow, Yesterday. The former Superintendent having resigned, an officer of the 7th Nationalist Army, named Wang Yi-lan, has been appointed in his place.—British Naval Wireless.

[Note: The 7th Army consists principally of troops of the Kwangsi faction.]

WANHSIEN TROUBLE.

Yang Sen Returns With Troops From Ichang.

Wansien, Yesterday. Trouble having broken out in the neighbourhood of this port on the upper Yangtze River, General Yang Sen has left Ichang with his troops to come up here.—British Naval Wireless.

[Note: Ichang is 370 miles above Hankow and Wansien is further up. Yang Sen holds sway to Wansien but he has opponents further up in Szechuan province.]

"NANKING BROKE."

Proposal to Raise Loan on Canton Salt.

Shanghai, Yesterday. The financial stringency in Nanking is likely considerably to affect the new (Nationalist) Government which is endeavouring to raise a loan of \$15,000,000 on the security of the Salt Tax of Canton, which has long ceased its monthly contribution of \$2,000,000 (to Nanking).

All That Is Left.

Chekiang province's \$500,000 is now being diverted to paying General Ho Ying-ching's troops, while General Chen Tiao-yuan is retaining all the revenues of Anhui.

As a result Nanking authorities are forced to rely solely on the revenues of Kwangsi province.—Chiang's Movements.

Chiang Kai-shek is expected to go to Nanking on January 3, but has postponed his resumption of the Generalissimo till the conclusion of the session's fourth plenary meeting of the Central Executive Committee and the Kuomintang when the new Cabinet will be announced.—Reuter.

AEROPLANE MISSING.

FORCED TO LAND IN THE DESERT.

ARAB PERILS.

Bagdad, Yesterday. An air liner with mails failed to arrive last night from Cairo. A wireless was received from the pilot saying that he was forced to land in the desert 200 miles from Bagdad.

Another Imperial Airways machine from Bagdad early this morning was unable to find the missing aeroplane at the position indicated. The search was resumed in the afternoon by a machine piloted by Captain Warner whose wife is a passenger on the missing liner which is believed to have descended in an area populated by a wild Arab tribe.—Reuter.

MORE CONFIDENCE.

CHINESE MERCHANTS AND TRADE.

CANTON CHANGES.

Outlook For Kwangtung Hopeful For New Year.

CHIEF FACTORS FOR AND AGAINST LI CHAI-SUM REGIME.

[By "Li Chung-yn."] "

"Although the future cannot be viewed without some apprehension, yet, taking into consideration the well-known thriftiness and industry of the Chinese and their ability to trade under practically any adverse circumstance, we may look forward to increasing prosperity in this province" (of Kwangtung).

So wrote Mr. R. F. C. Hedgeland, Commissioner of the Chinese Maritime Customs, in his trade report for last year on the Canton district.

This is not all that he said but it is an extract which is characteristic of expert opinion.

PREFERENCE FOR COMPROMISE.

What Mr. Hedgeland said about a year ago is applicable today. The Chinese business man's knack of carrying on in the face of tremendous obstacles has become proverbial.

Discourses on Chinese psychology often go below the surface but few reach the root of that admirable trait which, for convenience, is called a knack.

If evidence is needed that Chinese merchants are going to display confidence before China New Year comes on January 23, I point to the all-round wish, which was father to the thought, that the Kwangsi military faction would return to power at Canton.

Hong Kong's Viewpoint.

This faction is again in control in the capital of that part of China closest to Hong Kong geographically and economically, although it is not firmly established as yet.

Many were the protests raised against actions of this faction before it was temporarily eclipsed by the Ironsides last month. And yet its restoration is desired!

Putting the position as briefly as possible, General Li Chai-sum (as that one of the Kwangsi faction's big four who ruled Canton) is the least of several evils.

One is tempted to ask—if he comes within the category of evil, why should he be wanted at all? Compromise v. Settlement.

To answer such a question, it is necessary to switch back to the subject of Chinese psychology.

Within the compass of this article, I can only say that for centuries the Chinese have preferred compromise to settlement of an issue by fighting it out to the bitter end.

The Chinese are reputed to be a very peace-loving nation. My knowledge of the Northerners is limited but I can vouch that at least the Cantonese—as represented by the vast majority—deserve this reputation.

Why "Peace" Leads to War.

Then if the Cantonese are such

faithful believers in peace, why are they constantly engaged in civil war and in varying forms of economic semi-warfare with political touches, more so than the average province of China?

The Cantonese are constantly bickering and quarrelling merely because they want peace. War itself is against their nature.

And years of incessant strife have caused them so much suffering that a dangerous compromise brings respite and temporary relief. Arms are laid down. Wounds are not healed but patched up. Once the old sores break out, the fight is on again. Finally, the Cantonese have to realise that the pain entailed in a permanent cure is better than extended, intermittent agony.

Graphic Illustrations.

Many graphic illustrations are within recent memory. The merchants and property owners have put up with a long series of increasing levies by the government, hoping against hope that the authorities will be financed until they reach a stage when a really benevolent administration will be set up.

Take the bitter quarrels between employers and employed, the one being represented by trade guilds and the other by labour unions. Irrespective of the merits of each strike, the contending parties have nearly always compromised only to squabble or quibble again in a ridiculously short period. That is why some trades have experienced several strikes within a year.

Worse off To-day.

General Li Chai-sum and his supporters can hardly lay claim to alleviation of taxes paid by the people of Canton or to any substantial improvement in local government.

In some respects the Cantonese are worse off to-day than they were before Li Chai-sum succeeded to power, not even taking into account the havoc wrought by the Reds during the very brief regime of the Ironsides.

Perhaps the most outstanding act which brought unpopularity to Li Chai-sum was the levy of the \$10,000,000 loan on the merchants and bankers a few months ago, the object being reputedly to avert the crisis then facing the Government's bankrupt note issue.

As they had no choice, the people paid up.

Actions Which Gained Credit.

On the other side of the account, the Kwangsi faction has to its credit several determined campaigns against bandits and pirates in some parts of the province where the garrison was not unduly harassed by rivals.

Drastic action was taken on one occasion against Communist agents and agitators. Extremists were held in check in varying degrees. The so-called "Red" or "radical" labour unions were either called to book or proscribed.

Strikes were ended by authority. Pickets were forbidden to take the law into their own hands. The Association which directed the strike-boycott against Hong Kong was wound up in the interests of trade; and the Boycott Associations were ordered to cease work.

NEW FILM MERGER.

BRITISH AND AMERICAN INTERESTS.

New York, Yesterday.

The United Artists Theatre Circuit Incorporated has announced it has arranged to acquire approximately a 25 per cent. interest in the New Standard Film Company, Limited, a British concern.

It appears the transaction was carried out by Joseph Schenk, President of the United Artists Co. and Lords Beaverbrook and Ashfield, representing the New Standard Company, but it is stated the British group will retain a controlling interest in the new organisation.—Reuter.

POLAND'S DEBT.

INSTALLMENT FOR BRITAIN ON MONDAY.

Rugby, Yesterday.

It is learned that on Monday next the Polish Government will pay to the British Treasury £175,166, representing half a year's payment on the Polish reparation debt.—British Wireless Service.

Phone C.22 FOR CLASSIFIED ADVERTISING

Twenty-five Words three insertions prepaid \$1. Every additional word four cents for three insertions.

TO LET.

TO LET—Premises at 5, Wyndham Street & let from January 16 next. Suitable for separate flats or shops as desired by tenants. Apply to: Lowe, Bingham & Attorneys.

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HONG KONG HOTEL BEAUTY PARLOUR is the place to get the best permanent wave, manicure and hair cut. Beautiful wigs for sale or hire.

FOR SALE.

FOR SALE.—One brass "Hung Ming" pan of the Chinese Han Dynasty with automatic springs. Price \$1,000.00. Apply Box No. 487, c/o "China Mail."

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WESTOVER—STEVENAGE. Within an hour from London. In healthy neighbourhood. SCHOOL for GIRLS and SMALL BOYS. A few Boarders received in the House of the Principal. Individual care and attention. For Particulars apply to:

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LESSONS IN CHINESE.

MR. LI HON FUN begs to state that he has been a teacher of Chinese to European Officers and Merchants in Hong Kong for more than twenty years, that he has had considerable experience in training students for examinations in Chinese, and holds first-class certificates. Persons wishing to study the Chinese language are requested to communicate with him at No. 104, Praya East, first floor. Terms moderate.

UNCLAIMED TELEGRAMS.

The following Unclaimed Telegrams are lying in the E. E. Telegraph Co. office, Hong Kong:—
Bromow, from Kuala Lumpur.
Hill, from Frankston, Vic.
Lieut. Leo Healey, U.S.S. Asheville, from Seattle.
Hobson, Military Hospital (2), from South Farnborough.
Helen and Russell Thrig, Repulse Bay Hotel, from Salt Lake City, Utah.
Stanely Johnston, Chez Naval Dockyard, from Benenden.
Lupar, from Kuching.
Marian, from Seattle.
Fristley, Sassoons, from Shanghai.
Staple, from Boulogne-Sur-Mer.
Harold Sutherland, Hong Kong Hotel, from San Francisco.
Williams, 3 Queen's Street, Building, from London.
E. A. LEGGATT,
Superintendent.
Hong Kong, December 30, 1927.

THE GREAT NORTHERN TELEGRAPH CO., LTD. OF DENMARK.

The following unclaimed telegrams are lying at the office of the Great Northern Telegraph Company (Limited) of Denmark:—
Capnos, from Tientsin.
Dorpmos, from Tientsin.
Nogalke, from Nagasaki.
Séiguard, from Shanghai.
Durlacher Sirdar, from Shanghai.
E. V. JESSEN,
Superintendent.
Hong Kong, 22nd December, 1927.



LAMMERT BROS.

AUCTIONEERS, APPRAISERS, AND SURVEYORS.

Public Auctions

THE Undersigned have received instructions to sell by Public Auction

ON WEDNESDAY, 4th January, 1928, commencing at 2.30 p.m. at their Sales Room, Duddell Street.

A Large Quantity of VALUABLE HOUSEHOLD FURNITURE.

Comprising:—
Teak Bookcase, Hatstand, Chest-of-drawers and Chairs, Glass Cabinet, Oil Paintings, Pictures, Ornaments, etc., etc.
Teak Dining Table and Chairs, Sideboards, Dinner Waggon, Ice Chest, Crockery, Glass Ware, Kitchen Utensils, etc., etc.
Teak and Iron Bedsteads with Mattresses, Single and Double Wardrobes, Dressing Tables, Chests of Drawers, Hardwood Couch, Mosquito Nets, etc., etc.

ALSO
A Few Pieces of Blackwood Furniture and Tintin Carpets and Rugs.

AND
One Astronomical and Terrestrial Telescope by Aitchison & Co., Ltd., London (including Accessories).

One Pathe Baby Projector with 1 Screen, 1 Transformer, 1 Cleaning Outfit and 43 Films.
One Electric Heater.
One Clinometer (New).
One Sextant.
Four Gramophones.
Catalogues will be issued.

On View from Tuesday, the 3rd January, 1928.

Terms:—Cash on De very.
LAMMERT BROS.,
Auctioneers
Hong Kong, 29th December, 1927.

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K.661—No. 2, Saigon Street, Yaumati or
C.2560—No. 36, Tung Man Street.

NOTICES.



HONG KONG WATERWORKS.

IT IS HEREBY NOTIFIED that on and after TUESDAY, the 3rd January, 1928, THE SUPPLY OF WATER TO ALL THE RIDER-MAIN DISTRICTS will be controlled by bringing the RIDER-MAINS into operation and that Water will be turned on to each RIDER-MAIN daily for Two Consecutive Hours. Information as to the Hours of Supply to any Particular Property may be obtained on application at the Office of the Water Authority, the Secretariat for Chinese Affairs, or at the Tung Wah Hospital.

H. T. JACKMAN,
Public Works Department,
Hong Kong, 30th December, 1927.

HONG KONG FOOTBALL ASSOCIATION.

SHIELD COMPETITIONS.

CLUBS in Membership are reminded that Entries for the Shield Competitions CLOSE on January 1st, 1928.

W. E. HOLLANDS,
Hon. Secretary.
Hong Kong, 30th December, 1927.

HONG KONG JOCKEY CLUB.

ANNUAL RACE MEETING.

13th, 14th, 15th & 18th February, 1928.

DRAFT PROGRAMMES and ENTRY FORMS are now ready and may be obtained at the Race Course, Hong Kong Club and Causeway Bay Stables.
Hong Kong, 15th December, 1927.

DOLLAR ACADEMY, DOLLAR, SCOTLAND.

PREPARATION for Universities, Army, Public Services, Commerce. On list of Schools nominating for Sandhurst. Contingent of Junior Division O.T.C. Mild climate and healthful surroundings, specially suitable for colonial boys and boys from urban areas. Preparatory School adjacent. Prospectus and full particulars may be obtained on application to the School Secretary, or at the Office of this paper.
Headmaster, HUGH F. MARTIN, B.A., (Oxon.)

NOTICES.

BANK HOLIDAY.

IN Accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the transaction of PUBLIC BUSINESS on MONDAY, the 2nd January, 1928.
Hong Kong, 28th December, 1927.

KING'S COLLEGE.

NOTICE.

KING'S COLLEGE will RE-OPEN on TUESDAY, January 3rd, 1928.
Entrance Examinations will be held on December 30th and December 31st.

BY ORDER.
Hong Kong, 28th December, 1927.

THE KOWLOON MOTOR BUS CO., LTD.

"SPECIAL" and "FAMILY" Monthly Tickets.

HOLDERS of the above-mentioned tickets are hereby informed that effective January 1st, 1928, such tickets will not be available.

SPECIAL tickets are those which have hitherto been sold at less than the charge of \$5.00 each.

By Order of the Board of Directors,
LAM MING FAN,
Secretary.
Hong Kong, December 20th, 1927.

WHY YOU HAVE INDIGESTION.

HOW TO RELIEVE IT.

When food enters your stomach, large quantities of acid-bearing gastric juice are at once secreted. If too much gastric juice is secreted, the food soon becomes a sour, fermenting mass, which may remain in the stomach several hours, causing great pain and distress. Instant relief can be obtained in cases of this kind by taking "Bismarck" Magnesia powder or tablets immediately after eating or whenever pain is felt. This safely, surely, and quickly neutralises the excess acid, stops the fermentation, soothes and heals the inflamed stomach lining, and at once restores painless, normal digestion. Get a package of "Bismarck" Magnesia from your chemist to-day. Use as directed, and you can laugh at digestive troubles.

KING EDWARD HOTEL

NEW YEAR'S EVE DINNER DANCE

8.30 p.m. to 12 Midnight.

\$2.50 Per Person.

Booking can now be made at the Hotel.

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Exhibition & Contest, at Macao.

22nd January to 15th February, 1928.

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The directory is invaluable to everyone interested in overseas commerce, and a copy will be sent by parcel post for \$2, nett cash with order.

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THE NEW FREE OH REMEDY. THERAPION NO. 1. THERAPION NO. 2. THERAPION NO. 3.

LABOUR EXTREMIST.

HAWAII FILIPINOS WATCH MANLAPIT.

RADICAL'S ACTIVITIES.

Honolulu, T. H., Dec. 12. Filipino communities in Hawaii are following with keen interest activities in the United States of Pablo Manlapit, fighting Filipino labour leader and attorney.

As a result of his activities during the great strike of Filipino and Japanese sugar plantation workers in 1924 Manlapit was sentenced to Oahu penitentiary. Upon expiration of his minimum sentence several months ago Manlapit was released on condition that he would leave the territory. His release was obtained only after considerable pressure had been brought to bear on the prison parole board.

Manlapit elected to go to Los Angeles. He left his family here and friends raised funds necessary to pay his passage to the California city. Upon his arrival in Los Angeles Manlapit at once was scheduled for a series of speeches before Sunday afternoon labour gatherings. In his speeches he attacked the condition of Filipino and Japanese plantation workers in Hawaii.

A letter received to-day from Manlapit by his friends declares that he has joined the All America Anti-Imperialist League in order better "to expose the whole policy of the official Philippine Nationalist Party headed by Manuel Quezon."

Manlapit maintains that Quezon's policy has been wrong and he comes out for a more radical policy and a leadership maintaining close ties with the labour movement in the United States.

In his letter of application to the All America Anti-Imperialist League Manlapit wrote: "Like you, I am not inclined to think too highly of the politicians. I believe that the Philippines should have new men to lead the struggle for independence."

"The capitalist press misleads American public opinion by saying that only Filipino politicians want independence. This statement is unqualifiedly false. The truth is that the masses of the Filipino people want independence and that American capitalists and imperialists are there (in the Philippines) to exploit our resources."

"The big interests are responsible for the outrageous exploitation of my homeland. I hope that the American people may have the courage to establish a labour government. Then my country may hope for absolute, immediate independence."

Many of Manlapit's friends here refer to him as the potential leader of a truly revolutionary Nationalist government in the Philippine Islands.—United Press.

CHURCH NOTICES.

A CHARGE OF ONE DOLLAR IS MADE FOR ALL NOTICES UNDER THIS HEADING

ST. JOHN'S CATHEDRAL, HONG KONG.

January 1, 1928.

Sunday After Christmas.
Holy Communion (8 a.m.).
Children's Service (10 a.m.).
Matins (11 a.m.).
Preacher: Rev. W. R. Cannell.
Holy Communion (12 noon).
Evangelism (6 p.m.).
Preacher: Rev. Hyde Gosselin.

R.V. Friday: The Epiphany. Holy Communion, 7.45 a.m.

FIRST CHURCH OF CHRIST, SCIENTIST.

(Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.)
Macdonnell Road, below Bowen Road Tram Station.

Sunday Service 11.15 a.m.

Subject: "God."
Wednesday Evening Meeting at 8.30 o'clock.
Reading Room at above address open.

Tuesday and Friday 10 a.m. to 12 Noon.
Monday and Thursday 5 to 7 p.m.
The Public is cordially invited to attend the service and visit the Reading Room.

WESLEYAN METHODIST CHURCH.

Queen's Road East, Wanchai (near Royal Naval Hospital)

Saturday, December 31, 1927.

11.30 p.m.—Watch Night Service.

Sunday, January 1, 1928.

Morning Service, 10.15 o'clock.

Subject: "Patching Things Up."

Afternoon 3 o'clock: Sunday School.

Evening Service, 8 o'clock.

Subject: "Getting On With It."

Preacher at all services: Rev. J. C. Knight-Anstey.

Holy Communion after Evening Service.

Sailors' & Soldiers' Home, Arsenal Street.

Sunday: 3.00 p.m. Mr. May's Bible Class; 8.15 p.m. Service Men's Hour.

Monday: 8.00 p.m. Ladies' Church Aid Meeting.

ETHYLENE GAS.

TO BOOM ORIENTAL FRUITS.

TWO DISCOVERIES.

San Francisco, Dec. 9. Oriental fruits which now reach the Occident only in small quantity because of refrigerating problems, will soon be available in fruit markets of the world if shippers take advantage of two discoveries in California. Fruits of the west so far as they are needed may also be made available to the East.

Completion of experimental work at the University of California and in the laboratories of the state agricultural department at Sacramento, brought the announcement that fruits may be shipped green to any destination and ripened in twenty-four hours after their arrival by the use of ethylene gas.

The new gas has been found to reduce acidity, increase sugar content and works equally well on vegetables.

Success of the experiments is partly due to the efforts of Californians to produce Chinese and Japanese persimmons and market them without the "pucker." Oriental persimmons which are marketed sweet and soft in the Far East gave great difficulty here and in seeking remedies, gases were applied.

It was found that the persimmons when stored in close places produce carbon dioxide gas and this removed the acidity and bitterness. Here as in the Orient, however, a long period of time is necessary to produce the desired result. When the fruit was subjected to an excess of this gas it quickly lost the pucker and retained all other delightful qualities.

While this work progressed the general effect of gases on fruits was studied thoroughly and the properties of ethylene were found. With this gas even the majority of vegetables may be shipped green and ripened artificially without detriment.

G. C. H. Hecke, director of the California Department of Agriculture believes that the method can be applied at great saving to the shipping of perishable foods in general.

No fruits are immune, it is said. The persimmons of North China which has not been growing in equal size and quality elsewhere can be ripened immediately after its arrival anywhere. The pumelo of the warmer Oriental areas and many fruits that are not now shipped in commercial quantities to far distant points, may find new markets.

Along with the announcements of these discoveries has come another from Washington that the embargoes and quarantine regulations on foreign fruits and other edibles may be more leniently and sparingly used hereafter. Although there will still be the tariff, there is a chance that fruits not produced in America in commercial quantities may obtain entrance.

LONDON NUMBERS.

TAKEN BY WILLIAM HARRISES.

There are so many William Harrises in London that some of them number themselves as an aid to identification for the post-office and tradesmen.

The male members call themselves—or number themselves—William I, William II, William III, William IV and William V, like a succession of English kings.

Mr. William No. 1 Harris has a restaurant just off the Haymarket. His son, William No. 5, works for him. The grandfather of Mr. William No. 1 Harris was a sausage manufacturer. He had three sons and four daughters—the boys were William 1, 2 and 3—and all the girls were named Elizabeth, the elder retaining this name in full, while the three sisters were known as Betsy, Betty and Bess.

Post Office sorters and carriers some time ago sent the Harris families—those who number themselves—a vote of thanks for inserting the prosaic numbers into their official names, as it took much worry and bother off their work-a-day minds.

BRIBERY CHARGES.

SENATE TO EMPLOY SECRET SERVICE.

Washington, Dec. 16. The Senate Committee investigating the charges brought in the Hearst papers that the Mexican Government had sought to bribe United States Senators, to-day decided to employ secret agents to ascertain the truth of the entire matter.

The committee requested the telegraph and cable companies to furnish copies of telegrams exchanged between the Mexican Consul, New York City, and the Mexican Government.

Several Hearst employees, who testified to-day said they thought the documents genuine, though no special efforts were made to verify them.—United Press.

HOLIDAY PICTURES.

Sunday & Monday.

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in "FINE MANNERS"

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ROMUALDEZ TALKS WITH DE RIVERA.

Madrid, Dec. 20. Premier de Rivera received former Mayor Romualdez of Manila at a long audience to-day at which they interestingly discussed Philippine affairs. Mr. Romualdez conveyed to the premier the greetings of General Emilio Aguinaldo and also of the Filipino veterans' association. The premier presented his visitor with three photographs of himself (photographed) by Mr. Romualdez, General Aguinaldo and the veterans' association.—Associated Press.

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HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.
From Hong Kong.
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LONDON via Singapore, Suez, Marseilles & Ports.
HAKUSAN MARU Saturday, 31st December.
KITANO MARU Saturday, 14th January.
HARUNA MARU Saturday, 28th January.
SYDNEY & MELBOURNE via Manila & Port.
AKI MARU Wednesday, 18th January, 1928.
BOMBAY via Singapore, Penang & Colombo.
AWA MARU Wednesday, 11th January.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,
Mexico & Panama.
GINYO MARU Monday, 6th February, 1928.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
KAMAKURA MARU Friday, 20th January.
NEW YORK and/or BOSTON via PANAMA.
TATSUNO MARU Tuesday, 7th February, 1928.
LIVERPOOL via Singapore, Colombo, Port Said & Ports.
DURBAN MARU Tuesday, 10th January.
CALCUTTA via SINGAPORE, PENANG & RANGOON.
NAGANO MARU Saturday, 31st December.
NAGASAKI, KOBE & YOKOHAMA.
MISHIMA MARU Friday, 20th January.
SHANGHAI, KOBE & YOKOHAMA.
SEIYO MARU (Kobe direct) Saturday, 31st December.
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| CHERONOUX | 1st Dec. | 17th Jan. | 3rd Jan. |
| ANGERS | 1st Dec. | 17th Jan. | 3rd Jan. |
| DARTAGNAN | 1st Dec. | 17th Jan. | 3rd Jan. |
| G. METZINGER | 1st Dec. | 17th Jan. | 3rd Jan. |
| SPHINX | 1st Dec. | 17th Jan. | 3rd Jan. |

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SHIPPING SECTION.

DAMAGE TO DOCK.

SHIPOWNERS' LIABILITY TESTED IN COURT.

In the House of Lords on Nov. 18, the hearing concluded of the appeal of the Great Western Railway Co. which arose out of their action against the owners of the steamship "Mostyn" of Newport, Mon., to recover £226 4s. 6d. in respect of damage done to works connected with the Swansea Harbour Dock of which the appellants are the undertakers. The President of the Admiralty Division, whose judgment was affirmed by the Court of Appeal, held that there was no negligence on board the "Mostyn," and that where negligence was discovered Section 74 of the Harbours, Docks, and Piers Clauses Act, 1847, did not confer any new right of action.

Mr. Roeburn, K.C., concluding his case for the appellants, submitted the following authorities: The Postmaster General v. Beck (1924, 2 K.B. p. 312); the British American Tobacco Co. v. Jones (42 T.L.K. p. 236); also the case of Det Forende v. Barry Railway Co., which counsel said was only reported in Lloyd's List law reports (Vol. I, p. 653); counsel contended that assuming that no negligence was proved their Lordships were not bound by the decision of the River Wear Commissioners' case. The balance of opinion as expressed in that case was in favour of the proposition that where a ship was still under control, or should be still under control, or proof of negligence was necessary. Their Lordships were free to consider the true construction of Section 74 of the Act, and to suit his own argument. They came back to the fact that the Act was not clear. It might be necessary for their Lordships to consider exactly what was meant by "Act of God."

Judgment was reserved.

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1 OUT OF 62.

HOW AMERICA IS BEING LEFT BEHIND.

For every ship being built in the United States, Great Britain is building 35, Germany 12, Italy 7, Japan 5 and France 2. The chairman of the Shipping Boards says that the American merchant marine is close to obsolete and soon we shall be dependent on foreign transportation.

So far behind in the race is the United States that the "London Times" summary of Lloyd's report for the last quarter does not find it necessary even to mention this country. Shipbuilding in the United States does not even get into the also-ran class.

The situation is peculiar. If the American flag is being driven from the oceans it is not because Americans do not make good sailors. The Yankee clipper ship once was queen of the waves and American seamen were proud to be second to none. Nor is it because American business men are asleep at the switch. They have plenty of enterprise and plenty of capital behind them. They go vigorously into industry that offers profit. Money flows generously into any channel that promises dividends and reasonable safety. There is enough and to spare, for hundreds of millions are exported annually for investment in foreign securities and private business.

Yet American business men and American capital balk at American shipping. The reasons are not far to seek. Ships built in American yards with high-priced labour and scaled by seamen on a high wage scale and maintained with ships built abroad with cheap labour and sailed by low wage scale foreign sailors. Freight takes the cheapest route.

If the American merchant marine is to prosper, some way must be found to balance the handicap on our shipping—"San Francisco Chronicle."

CANADA'S SHIPPING.

Mr. Guy Tombs (Guy Tombs, Ltd., Montreal, the largest foreign forwarding house in Canada) contributes an article on the shipping services of the Dominion to a 40-page Canadian Supplement of "The Financial Times."

"The shipping services of Canada," he says, are of the first importance to the Empire, the majority of the vessels are built in the United Kingdom and the principal trade is with the British Isles and the overseas Dominions. Montreal, though open to navigation for only seven months in the year, is the greatest grain port in the world and the second most important harbour in North America. The winter trade of Montreal, Quebec, and other St. Lawrence ports goes to Halifax and St. John—the former one of the largest, and best harbours of North America. On the Pacific coast the rise and progress at Vancouver has been phenomenal. Prince Rupert (British Columbia) is one or two days' steaming nearer Japan than any other American port. The traffic on the Great Lakes exceeds that of any other area of the globe.

PILOT WITNESSES.

FEES FOR ATTENDANCE AT COURT.

The amount of allowance payable to pilots in respect of their attendance at court as witnesses has been the subject of argument before Lord Murray in the Court of Session at Edinburgh.

On February 24 last Lord Murray pronounced judgment in cross actions between Chr. Salvesen and Company, 29, Bernard Street, Leith, owners of the steamship "Aintree," of Liverpool, and the General Steam Navigation Company, Ltd., 15, Trinity Square, London owners of the steamship "Stork," of London. The actions arose out of a collision between the steamers in the Thames. The "Aintree" claimed £500 as damages, and the "Stork" for payment of £455.

Lord Murray found the steamers equally to blame.

A question has now arisen on an interim report from the Auditor of Court relating to the allowances properly chargeable in respect of the attendance of three river pilots, witnesses for the "Aintree." The witnesses in question were the pilot in charge of the steamer, and two other pilots who were respectively in charge of and a chance passenger on the bridge of the steamer which happened to be passing up the river at or about the time of the collision. They were all, especially the first-named, important witnesses.

Allowance to witnesses, Lord Murray said in dealing with the question, were now regulated by the Codifying Act of Sederunt (K. IV.—Ch. 5, Secs. 3 (1) and 3 (2)). Under the Act of Sederunt the fees and allowances in respect of various classes of witnesses were now graded in a more or less general way, and witnesses other than home witnesses received travelling charges. The terms of the Act of Sederunt had been construed by the court not as laying down rigid and peremptory directions, but as affording general guidance. The cases of witnesses in maritime cases, especially those known as seafaring witnesses, was a familiar illustration of exceptional cases. But seafaring witnesses did not, in his Lordship's opinion, constitute the only exception.

The pilots in question by the normal course of their employment might be at sea for some days at a time. They might perhaps be fairly enough regarded as seafaring witnesses, but were plainly in a somewhat different position from the master of, say, an Eastern or Australian liner. In the argument before his Lordship the test proposed was whether these witnesses were or were not to be regarded as seafaring witnesses. If so, the "Aintree" maintained the allowance sanctioned in certain previous cases should be treated as standard, and applied more or less automatically; if not, the "Stork" argued, no allowance at all should be sanctioned. In his Lordship's opinion, neither of these extreme views afforded the true test. The true test in any given case was to be found in the answer to these questions—(1) was the case in hand exceptional in the sense referred to? and, if so, what was the amount of the allowances reasonably chargeable as against an opponent? He thought both of these questions fell to be referred, primarily at least, to the discretion of the auditor, who had the means of informing and satisfying himself as to the facts. With this direction his Lordship would accordingly remit the accounts back to the auditor.

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RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Cape Town.
MANILA MARU Saturday, 31st December.
MONTEVIDEO MARU Friday, 10th February.
ROMBAI—via Singapore and Colombo.
KASAKI MARU Tuesday, 3rd January.
SHUNGO MARU Friday, 6th January.
SUMATRA MARU Tuesday, 19th January.
(Calls at Karachi).
DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR AND MOMBASA—Via Singapore and Colombo.
MEXICO MARU Thursday, 5th January.
CHICAGO MARU Tuesday, 31st January.
CALCUTTA—Via Singapore, Penang and Rangoon.
SEATTLE MARU Tuesday, 24th January.
VICTORIA, SEATTLE, TACOMA & VANCOUVER Via Japan Ports.
AFRICA MARU (from Shanghai) Monday, 23rd January.
HAIPHONG—via HOIHOW & PAEHOL.
TAIKWA MARU Tuesday, 3rd Jan., 10 a.m.
MENADO MARU Tuesday, 17th January, 10 a.m.
NEW YORK—Via Japan ports, San Francisco & Panama.
HAVANA MARU Friday, 6th January.
JAPAN PORTS
AMAZON MARU Saturday, 14th January.
BINGO MARU Tuesday, 24th January.
KEELUNG via SWATOW & AMOY.
HOZAN MARU Sunday, 1st January, 11 a.m.
MENADO MARU Wednesday, 4th January, 10 a.m.
KALJO MARU Sunday, 8th January, 11 a.m.
TAKAO via SWATOW & AMOY.
DELI MARU Thursday, 12th January, 10 a.m.
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| MALWA | 10,953 | 4th Feb. | Marseilles & London |
| KHYBER | 9,144 | 18th Feb. | Marseilles & London, Antwerp & Hull |
| NELLORE | 9,155 | 25th Feb. | Marseilles & London |
| MACDONIA | 11,120 | 3rd Mar. | Marseilles & London |
| KHIVA | 9,155 | 10th Mar. | Marseilles & London, Antwerp & Hull |
| KASHMIR | 9,155 | 17th Mar. | Marseilles & London, Antwerp & Hull |
| KARMALA | 9,155 | 24th Mar. | Marseilles & London |
| MANTUA | 10,948 | 31st Mar. | Marseilles & London |
| KALYAN | 9,144 | 7th Apr. | Marseilles & London, Antwerp & Hull |
| MONGOLIA | 10,953 | 14th Apr. | Marseilles & London |
| MOREA | 10,953 | 28th Apr. | Marseilles & London, Antwerp & Hull |
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| SANTHA | 7,754 | 4th Jan. | Amoy, Shanghai, Moji, Kobe & Osaka |
| MALWA | 10,953 | 7th Jan. | Shanghai, Moji, Kobe & Yokohama |
| NELLORE | 9,155 | 13th Jan. | Shanghai, Moji, Kobe & Yokohama |
| KHYBER | 9,144 | 21st Jan. | Shanghai, Moji, Kobe & Yokohama |
| KHIVA | 9,155 | 3rd Feb. | Shanghai, Moji, Kobe & Yokohama |
| MACDONIA | 11,120 | 4th Feb. | Shanghai, Moji, Kobe & Yokohama |
| KALYAN | 9,144 | 7th Feb. | Shanghai, Moji, Kobe & Yokohama |
| KASHMIR | 9,155 | 13th Feb. | Shanghai, Moji, Kobe & Yokohama |
| KARMALA | 9,155 | 18th Feb. | Shanghai, Moji, Kobe & Yokohama |
| MANTUA | 10,948 | 2nd Mar. | Shanghai, Moji, Kobe & Yokohama |
| * ST. ALBANS | 4,500 | 6th Mar. | Shanghai, Moji, Kobe & Yokohama |
| * KASHGAR | 9,005 | 12th Mar. | Shanghai, Moji, Kobe & Yokohama |
| * KASHMIR | 9,155 | 17th Mar. | Shanghai, Moji, Kobe & Yokohama |
| * KASHGAR | 9,005 | 30th Mar. | Shanghai, Moji, Kobe & Yokohama |
| * KASHGAR | 9,005 | 13th Apr. | Shanghai, Moji, Kobe & Yokohama |
| * KASHGAR | 9,005 | 27th Apr. | Shanghai, Moji, Kobe & Yokohama |
| * KASHGAR | 9,005 | 11th May | Shanghai, Moji, Kobe & Yokohama |
| * KASHGAR | 9,005 | 25th May | Shanghai, Moji, Kobe & Yokohama |

* Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Rangoon must defray their own Hotel expenses at
Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received
at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage Tickets, Handbooks, etc., apply to—

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P. & O. Building, Connaught Rd. C., HONGKONG. Agents.

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"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LTD. & CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONG KONG.

| | | |
|--------------------------|----------------|-----------|
| S.S. "CITY OF BEDFORD" | Via Suez Canal | 22nd Jan. |
| S.S. "CITY OF KIMBERLEY" | Via Suez Canal | 29th Feb. |
| S.S. "LYON" | Via Suez Canal | 9th Mar. |
| S.S. "CITY OF DURHAM" | Via Suez Canal | 23rd Mar. |
| S.S. "RHESUS" | Via Suez Canal | 9th Apr. |
| S.S. "CITY OF DUNKIRK" | Via Suez Canal | 20th Apr. |

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.

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BUTTERFIELD & SWIRE, THE HONGKONG & WHAMPOA DOCK CO., LTD., Hong Kong.

Hong Kong & Canton: JARDINE MATHESON & CO., LTD., Canton.

RESCUES AT SEA.

FILIPINO FISHERMEN PICKED
UP BY "MACHAON."

BOAT WATERLOGGED.

Seven Filipino seamen were
landed in Manila on December 21
as survivors of a derelict fishing
boat. They escaped from possible
death through rescue by the Blue
Funnel freighter "Machaon," while
that vessel was en route from Hong
Kong to Manila.

The men were rescued from
their helplessness, water-logged vessel
in the China sea, about 100 miles
from the province of Zambales, and
brought to port by the freighter.

It is believed the rescued men
had gone out to the China Sea on a
fishing trip, and that their vessel
was rendered a derelict by un-
favourable weather. The men are
natives of Zambales, it is believed.

The men will probably be turned
over to the care of the bureau of
customs, which will make arrange-
ments for the return of the survi-
vors to their homes.

The report that strong winds in
the China Sea had nearly caused the
seven rescued men to perish, was
verified by a telegram from the
customs coastguard cutter "Min-
doro" received by the insular cus-
toms collector, to the effect that the
vessel had been forced to take re-
fuge in Bantugan Bay, island of
Balawan, due to stormy weather.

The captain of the "Mindoro"
informed the collector that the
vessel was making its
return trip to Manila, when
strong winds and heavy seas
compelled it to seek shelter in Pala-
wan. The vessel, according to the
telegram, is not in danger. The
"Mindoro" had been cruising around
the western islands of Mindoro,
Cuyo, Palawan, and other western
Visayan islands on its regular cus-
toms inspection trips.

Another telegram received on
December 20 in the bureau of cus-
toms was from the provincial
authorities of Sorogon, to the
effect that the "Isavie Maru," a
Formosan fishing schooner, had
taken refuge in the town of Pilar,
Sorogon. The engine of the boat
was out of commission. The vessel
had just left the port of San Jose,
Mindoro, for Hong Kong, when the
accident to the engine happened,
causing it to drift to Sorogon.

The boat, according to the tele-
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APARRI JETTY.

PROPOSED SITE INSPECTED
BY OFFICIALS.

FUNDS AVAILABLE.

Aparrí, Dec. 17.
A. D. Williams, director of public
works, is here this week inspecting
the proposed site for the jetty
which has been under considera-
tion for the last few years. Charles
Nelson of the Atlantic Gulf &
Pacific Company accompanied Mr.
Williams on his trip. While here
both took a trip to the vicinity of
San Vicente looking for the proper
rock for the work.

Manuel Diaz, engineer for
Cagayan Province, states that
P300,000 is now available for the
project and that bids are open.
The Atlantic Gulf & Pacific Com-
pany, the only company owning the
proper equipment, will probably be
in charge of the work, which will
begin in March.

The jetty will be 1715 meters
long. The present seawall will be
connected to it. It is thought that
the old canal now clogged with
mud deposits will be permanently
closed. The town is proposing
building a boulevard along the pre-
sent seawall and out on the jetty.

When the jetty is completed it
is believed that Aparrí will be in
a position to give port facilities to
large ocean going vessels. At the
present time a large sandbar in
the mouth of the Cagayan River
prevents anything other than small
inter-island vessels to enter. At
times even that is difficult, espe-
cially when the north winds are
blowing.

The jetty also will enable all
vessels calling here to anchor with
safety in any kind of weather. At
present it is necessary for all boats
to seek refuge in San Vicente when
the weather is threatening. Boats
caught in the river during a
typhoon have a hard time of it
owing to the swiftness of the cur-
rent and large waves. The pre-
sent main channel is very narrow.

Manila Bulletin.

Manila, Dec. 24.
A Norwegian steamship, named
the "Skule," took refuge in the
port of Dili, New Burgo, Ilocos
Norte, last Thursday in order to
avoid possible disaster, when it
encountered bad weather while
out in the China Sea. A telegram
containing this information, was
dispatched to the bureau of cus-
toms by the constabulary provin-
cial commander at Ilocos Norte.

According to the message, the
vessel was bound for Tsingtau
when it ran into violent winds and
heavy seas. The vessel is proceed-
ing to its original destination, the
telegram stated.

The "Skule," which is a 600-ton
vessel and manned by a crew of
18 officers and men, carried approxi-
mately 100 tons of coal for
Tsingtau.

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SHIPPING SUBSIDY.

TRANSPORTATION OF
SUPPLIES.

Manila, Dec. 23.

The insular government through
the department of commerce and
communications, has renewed for
another year, its subsidy contract
with Fernandez Hermanos, ship-
owners, for the transportation of
government supplies and materials.
The contract involves payment to
the steamship company of P1,200
for every round trip between
Manila, Cebu, Iloilo and Mindanao.
The contract, it was stated, is
in the form of a subsidy to the com-
pany. It is understood the same
firm will be awarded the contract
for the transportation of emigrants
to Mindanao for which there is ap-
propriated by the insular govern-
ment annually P30,000.

Manila, Dec. 23.
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CELEBRATED

DRY GINGER ALE

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OFFICE: 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

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(The weekly edition of the "China Mail" Annual subscription, H.K. \$18 including postage \$15, payable in advance.)

Published by

The Newspaper Enterprise, Ltd.

Printers & Publishers

No. 5, WYNDHAM ST., HONGKONG

Telephone Central 22 & 4641.

Cable Address:—Mail, Hongkong.

All communications should be addressed to the Newspaper Enterprise, Ltd., to whom all remittances should be made payable.

London Offices:—The Far Eastern Advertising Agency (London), Ltd., 36-38, Southampton Street, Strand, W.C.2.

Hong Kong, Saturday, Dec. 31, 1927.

SATURDAY CAUSERIE.

The "China Mail" will next appear on Tuesday, and we take this opportunity of tendering to our readers hearty wishes for a prosperous New Year.

The Rev. H. Copley Moyle, after fifteen years' loyal and distinguished service in the interests of Hong Kong, leaves for home by to-day's mail boat, and takes with him, we are sure, the best wishes of all here for a long and happy period of rest. Fifteen years is a lengthy spell to give to one job, and there is no gainsaying the fact that Mr. Moyle has done his work well and to the entire satisfaction of the community (which should come first) and the clerical powers that be. He is leaving us without receiving any specific advancement. In the calling we all know he has gracefully and usefully adorned and, wherever his reward may lie, we emphasise, in saying "Bon Voyage," that he carries from the Colony our hearty wishes for his continued prosperity and good health.

With the return of the Kwang-si forces to Canton the Southern Capital is again likely to become the headquarters of General Li Chai-sum, who, since his ill-advised trip to Shanghai has been rusticated somewhere in the North. Whether his resumption of control will result in a period of peace in the South remains to be seen. Optimists and those who have grown to the way of thinking that any change in Chinese politics or military command is for the better (for which outlook there is something to be said) may be justified in

their view that Canton will now settle down to the reasonable conduct of affairs.

After all Li Chai-sum, though by no means a strong man, held peaceful sway in the Kwang provinces for roundabout a year, and during that time there undoubtedly existed among the commercial community both of Canton and Hong Kong a feeling of security and confidence previously unfeigned over a comparatively long period.

There is, however, the other side of the picture. Nobody can say how long Li Chai-sum or any of the other Southerners will be allowed to retain control in the South. In Shanghai, Nanking—and Hankow—there are many military and political "leaders" in a position of stalemate. Many possess very definite personal ambitions but none seem to know exactly which way to turn or what the other fellow is going to do.

Calling themselves "Nationalists" they are haggling away in Shanghai and Nanking over what they term political aims but what are merely individual aspirations, suitably cloaked, of course. At the moment any diversion would be welcome, even by Chiang Kai-shek. The campaign against the North, so far as the "Nationalists" are concerned, is doomed to failure. A drive against Canton, therefore, might reasonably prove popular as well as profitable. After all Chiang or any of the lesser-known "Nationalists" leaders could easily invent some high-sounding excuse for desiring to return to the city from which the futile campaign for the conquering of China commenced nearly two years ago.

COOLIE CHARGED.

MAGISTRATE BELIEVES HIS STORY.

A coolie employed in the Hong Kong Hotel was charged before Major Willson this morning with attempting to steal money from a telephone call box.

The box, it appears, was out of order and defendant was discovered attempting to steal money from it. Defendant denied the charge. The No. 1 Boy of the Hotel said the coolie had been employed there for eight or nine months and had given satisfaction. He had access to all the floors, lobbies, etc. Major Willson said he did not believe that the defendant would deliberately go into the box in broad daylight, at around four o'clock in the afternoon, for the purpose of extracting money from it. Defendant was discharged.

POLICE INFORMER.

Haynes Again Severely Cross-Examined.

"THE RIGHT THING."

Why He Told Police About Christie And Blum.

When Major C. Willson resumed the hearing yesterday afternoon of the case in which James Christie and Christopher Blum are charged with conspiracy to defraud a Chinese Police Reservist named Au Young who, acting on the instruction of the police, acted as a prospective buyer in an alleged morphia deal with the accused, Mr. J. A. Gordon Leask cross-examined Haynes on the same lines as before Mr. R. E. Lindell who discharged the accused on a count of undertaking to procure and supply morphia.

Questioned by Mr. Leask, Haynes stated that he was now a private tutor and "freelance journalist," but no longer a schoolmaster. He received notice from St. Joseph's College on November 29.

Mr. Leask: You are staying at the King Edward Hotel?—I left yesterday. I am staying at the Carlton Hotel.

Why did you leave the St. George's Hotel, where you were staying?—Because your circus performance in the other court seriously embarrassed me.

I suggest that you were allowed to leave without paying your bill, because you said you would pay with the prize money after the case?—I emphatically deny it. "A Likely Person."

Dealing with Haynes' statement that when Christie mentioned the making of arms, he made an excuse to go to the lavatory and there made a note of them in order to report to Mr. King, Mr. Leask suggested that Haynes made the note because he wanted to be in the deal and get \$1,000 out of it. This Haynes denied.

Mr. Leask: Were you in need of money at the time?—Definitely, no. I was somewhat embarrassed in March but got over it long before this interview.

Asked if he thought it likely that a man like Christie with 28 years' experience on the China Coast should find it necessary to ask him to introduce to a buyer, Haynes replied that possibly Christie thought he was a likely person because he knew many Chinese.

"The Right Thing."

Answering another question Haynes said that it was also possible that Christie knowing that his friends had roped him (Haynes) in a swindle in England, Christie thought he could do so again.

Asked why he took the matter to the notice of Mr. King, Haynes said that he did so after careful consideration, and he thought that was the right thing to do.

Mr. Leask: Was it not because you had a past?—Certainly not. Did Mr. King know you before this case?—Yes.

Under what circumstances? Mr. King interposed to say that he was not trying to hide anything, but he would like to point out that that was a confidential matter which should not be brought out in open court.

Mr. Leask did not press the point.

A "Reason Why."

Replying to further questions, Haynes said that the big arms deal was brought up by Christie by informing him that "so-and-so" was expected down from Canton, and he (Haynes) would get \$1,000 if he would pose as a man from Siam in connection with the arms.

Mr. Leask suggested that the reasons why Haynes reported to Mr. King was because eventually he was not allowed to take that part in the deal.

Haynes: Certainly not.

Led up to the telegram in Bentley's code the translation of which, according to Haynes was contained on a piece of paper which Christie handed to him with the telegram, and which read: "Overstocked M540 Hong Kong." Haynes denied that that was fiction on his part, in spite of the fact that the decoding of the telegram by the police put a different construction on it. He maintained that his version was contained on the paper Christie handed to him together with the telegram.

No Oil Mentioned.

Haynes said that he was unable to identify the telegram produced by Christie, but he took particular notice of the name of the addressee which was "Khan Sahib."

That did not strike him as an unusual telegraphic address, and he remarked that his own telegraphic address was "Senyah" which sounded Chinese, but was in fact his name spelt backward.

Questioned further, Haynes said that no oil was mentioned in any of the interviews with the accused. Blum was not introduced to him as the oil man, and the name of Thatcher and Company was never mentioned at the oil firm.

Referring to the deposit receipt for \$100,000 which Haynes said Christie produced, Mr. Leask asked if he seriously asked them to believe that a man with the prospect of laying his hand on such a lot of money in a few days' time would go after such a small sum as \$200, which was all the prospect placed in front of him by Haynes and Au Young.

Haynes replied that Christie was desperately in need of money to help make the \$200,000 materialise. He thought that Christie produced the receipt and brought up the \$400,000 deal talk to emphasise his bona fides to Au Young. Haynes also said that to a certain point he believed that Christie could deliver the goods.

Haynes As Author.

Mr. Leask's next question was to ask Haynes if he had ever been the author of books, and Haynes replied that he had only written some pamphlets.

Handing up a copy of a leaflet announcing the publication of a book called the "Scamp," Mr. Leask asked "Did you propose to publish that book in Shanghai a short time ago?"

Haynes: Yes. Was it published?—No, the whole thing was a joke.

Mr. Leask: It is not a joke when the British Consul had to take it up.

Haynes: The British Consul take it up? This is the first I heard of it.

Mixed Up.

Asked what were the Enever's enterprises referred to in the list of contents of the book, Haynes said that it referred to a case in which he was unfortunately mixed up.

Mr. Leask asked who Enever was, and received the reply that he was the man who got Haynes in trouble in England.

Haynes admitted in the course of further questioning that he was secretary of Enever's bogus Company and got into trouble with him.

A Similar Charge.

Mr. Leask: Strangely enough the charge was the same as in this case—criminal conspiracy to defraud?—Yes.

What was the conspiracy?—An alleged concession was bought in China and Enever floated a Company in which people put money and got jobs. My father put in some money and I was appointed secretary in England. Other people were promised jobs in China.

Mr. Leask: It was a conspiracy to defraud ex-officers, and you admit you got into trouble over it?—Yes.

Haynes also said in the course of further examination that he was at one time Editor of the "Shanghai Mercury."

Asked why he left he said that he had a quarrel with the proprietors, and subsequently sued the "Mercury."

Mr. Leask: And you lost?—Yes, because I had a better job within 24 hours and so could not go through with the claim.

Asked for what reason the P. & O. Bank asked him to close his account with them, Haynes said that no reason was given.

Mr. Leask: I put it to you that it was a question of post dated cheques?—Certainly not.

Post Dated Cheques.

You admitted in the other Court that there was one post dated cheque.

Haynes admitted in reply to another question that he asked Christie for a loan of \$450 to open an account with the American Oriental Bank, but Christie said: "I would if I could, but I can't."

A suggestion by Mr. Leask that when Christie refused the loan he said "All right, Jim, I won't forget this. I thought we were friends," Haynes characterised as fiction.

Mr. Leask next asked Haynes if he had tried to raise loans in Hong Kong since the beginning of the case against the accused, and Haynes hesitated.

Starting a Newspaper.

Mr. Leask: For example, did you apply to the interpreter in this case for a loan?—Yes. One day I was in need of \$4.

Mr. Leask: No, more than that. Did you apply to him for a loan of \$500 to start a newspaper?—Yes.

Why not say so right away?—I do not consider that a loan. It was a fee for a possible interested party.

One of Three Reasons.

Mr. Leask suggested that there could be only one of three reasons for Haynes giving information against Christie, and he named them as follows:—

1—That they had had trouble in Shanghai, and Haynes gave the information out of grudge. Haynes replied "No."

2—That Haynes saw a chance to get rich quick and tried to push himself into the big arms deal, but was not allowed to take part in it.

Haynes: Certainly not.

3—That Haynes wished to make himself safe in the eyes of the law after having scribbled details of the deal, and had them in his possession. Haynes also denied this. He said that he gave the information after careful consideration.

ANOTHER BLAZE.

CLYDE LINER BURNED ON HUDSON.

PIERS DESTROYED.

Hoboken (New Jersey), Yesterday.

A fire swept two blocks of buildings on the Hudson water front and burned the Clyde liner "Seneca" to the water's edge, also two piers and several barges.

The damage is estimated at \$300,000.—Reuter's American Service.

Captain's Escape.

Hoboken, later. All resources of the Fire Department, aided by fire boats and volunteers, fought the flames, which started on the pier and spread.

The captain and first mate of the "Seneca" were compelled to slide down a rope to escape from the flames.

The fire is believed to have been caused by an explosion of petrol on the pier.—Reuter's American Service.

GAS CASE ENDS.

EX-EMPLOYEE SENT TO PRISON.

ACCUSED'S DEFIANCE.

A. A. Remedios, an ex-employee of the Hong Kong and China Gas Company, was yesterday sentenced to four weeks' hard labour for stealing gas and with making false entries in his books. In addition he was also ordered to make restitution to the Company to the amount of \$50 and also to pay a \$50 fine for entering fictitious figures in his accounts with alternatives of four weeks' imprisonment in each instance.

Mr. Leo d'Almada, Sr., for the defence, severely criticised the evidence tendered by the prosecution, summing it up as the venting of staff grievances against the defendant, and making use of the errors of others to "throw mud" on the defendant. Mr. d'Almada submitted that the prosecution had failed to prove conclusively that the defendant had actually tampered with the meter and that he had made false entries in his account.

Mr. R. A. Wadson, for the prosecution produced evidence in cross-examination that defendant had defrauded the Company for the benefit of his mother and aunt as well as himself.

In passing sentence, Mr. R. E. Lindell (Magistrate) said that had it not been for the many lies told by the defendant in the witness-box and the defiant attitude he had adopted, he would have been let off with a fine.

BANK DIVIDEND.

FRANCO-CHINOISE TO PAY 12 PER CENT.

The local office of the Banque Franco-Chinoise has just received from the Head Office, Paris, telegraphic advice that a Dividend of 12 per cent. will be paid for the financial year 1926-1927. The Capital has been increased to Frs. 50,000,000 fully paid up, and the Reserves now stand at Frs. 15,304,965.

BOILING WATER BATH.

A Chinese named Lau Kwai was badly scalded as the result of falling into a pan of boiling water on the China Light and Power Company's premises yesterday. He was sent to hospital.

It is notified that on and after January 1, 1928, the Hong Kong Coast Station charge for radio-telegrams to vessels will be \$0.25 per word. The minimum charge for 10 words which hitherto obtained will be abolished.

tion of the matter, and even after he realised the possible danger to himself of "walking sleeping dogs," he gave the information because he thought it was the right thing to do.

"Leslie the Lion."

Replying to another question, Haynes said that he got his nickname of "Leslie the Lion" in a poker school in Shanghai. It was merely a joke, every member of the school had a nickname.

Mr. Leask's last question was: What do you expect to get out of this case?

How Much?

Mr. King interrupted and said that Haynes' attendance at Court several days per week for the best part of two months entitled him to some reimbursement, which would be made to him, but there was no question of how much he would get out of the case. "No amount was fixed."

Mr. Leask accepted Mr. King's statement and did not press the question.

The case was adjourned until 11.30 this morning.

POSSIBLE BREACH?

(Continued from Page 1.)

explained that the 13th Corps was en route to Hankow. —Reuter.

[Note: General Ho Ying-ching is a supporter of Chiang Kai-shek.]

SHIPS RETURN.

"Mystery Fleet" Bobs Up in Front Reach.

West River, Yesterday.

About nine ships in the Canton Navy returned to Canton harbour into this afternoon, going up the Front Reach.

This included the old Russian warship which was taken over some years ago, a two-masted gunboat, two torpedo-boats (of the type with funnels at the side, built in Hong Kong years ago), and several smaller craft.

Not to be Confused.

If memory is correct, these ships left Canton when the Ironsides overthrew the Kwangsi faction which has now returned. Presumably, the units are rejoining their old friends in Canton. —Our own correspondent.

[Note: The ships referred to above should not be confused with the torpedo-gunboat "Fei Ying" and one or two comparatively large ships which went to Swatow. These are reported by the "Kung Sheng Yat Po" to be on their way back to Canton, having reached Bocca Tigris yesterday.]

LEFT CANTON.

Attitude of Smaller Ships of Navy.

A sum of \$400,000 is alleged to have been drawn by a Cantonese Naval officer from the Central Bank of Canton this week, leading to a dramatic turn in events.

Most of the ships of the Canton Navy which turned over to the Ironsides in the last coup, have gone away from anchorage in Canton to "Yellow Reach," a channel in the delta south of Canton.

The only construction that can be placed on this move is that the warships—having obtained some money from the Ironsides—are holding out against the Kwangsi faction.

Some Gone Back.

Later news is that the commanders are not in harmony and that some of them have returned to Canton.

As the Kwangsi faction has a number of Naval craft, it is not expected that the recalcitrant section of the Navy can cause trouble.

Payment by the Kwangsi faction, it is anticipated, will lead to compromise.

20,000 ARRIVE.

Kwangsi Faction Now Controls Canton.

About 20,000 troops of the Kwangsi faction are now in or around Canton, the majority being in the suburbs or posted along the range of hills overlooking the city from the north.

Kwangsi officials are flocking back to their former posts.

No move eastwards against the Ironsides is reported, but the latter are continuing their march away from Canton, having gone on from Sheklung to Waichow, up the East River, although they are not pursued.

Line Maintained.

The Kwangsi troops still maintain communication with their base on the West River, Sam-shui, 40 miles west of Canton.

The arrival of the Kwangsi troops brought large crowds out of doors for the first time in some weeks, thereby encouraging many shops in the city to re-open and do a good business.

BANKOK RESIDENT.

MR. G. R. MACKINTOSH'S DEATH.

20 YEARS IN SIAM.

Bangkok, Dec. 15.

Mr. G. A. R. Mackintosh, general manager of the Siam Company, died early this morning at the Nursing Home. He was 70 years of age and had been in Siam for 20 years.

Mr. Mackintosh came to this country about 20 years ago, and entered the Siam Company, later, while the Siam Company was still under the Borneo Company. Mr. Mackintosh was associated as manager.

Recently, when the company severed affiliations with the Borneo Company, Mr. Mackintosh was selected by directors to be its general manager. Under his management the company has proved a financial success, now operating one of the largest sawmills in the Far East.

Mackintosh had only returned from a short while, having been on home leave.

MORE CONFIDENCE.

(Continued from Page 1.)

In Practical Terms.

Using more practical terms, it can be said that the merchants paid, voluntarily or involuntarily, for protection against persecution, praying at the same time for an opportunity to gain back their outlay by legitimate trade.

At one time, pickets of warring labour unions could close up business premises and arrest masters who held out against exorbitant demands.

Instead of insisting on terms of repayment of their subscriptions to loans or relaxation in taxes, merchant organisations asked for assurance that labour unions be restricted. Their requests were granted, in good faith if not entirely successfully.

Political Outlook Not Cheerful.

The political outlook to-day is not at all cheerful as the Ironsides are only 60 miles away from Canton.

Economically, Canton suffered enormously during the Reds' excesses which lasted 60 hours.

Financially, both the Government and the people have suffered a serious setback through startling depreciation in the value of banknotes through lack of confidence.

Business can hardly be said to have had a prosperous year, several trades have lost heavily, and crops have been bad.

Whereas there was practically no civil war in Kwangtung province in 1926, there has been a good deal of trouble this year.

Why People Take Hope.

Although they admit that prospects can be much better, most people take hope from the following:

Further extensive labour strikes are unlikely as even the Ironsides, who were considered to be sympathetic towards labour, were very strict.

Cost of labour, which has mounted rapidly in the last few years, has remained fairly steady this year.

Local taxation has not been increased this year as much as it was in 1926.

Demand for Foreign Goods.

Inclination for foreign trade remains just as strong. There is no Strike Association. The Boycott Associations are in disfavour.

Large supplies will be needed for the Kwangsi troops in Hunan and Hupeh if there is to be a split with Chiang Kai-shek and Nanking.

There has been an unusually brisk demand for most grades of foreign goods.

Causes of Confidence.

Cost of living increased 30 per cent. in 1926 and 15 per cent. in 1927. It has practically reached a high-water mark and the increase this year is negligible, although the price of rice has been high on account of bad harvests.

Confidence has been bred by the ruling faction (of Kwangsi) being restored in less than two months, i.e. in quicker time than any other factor, including the late Dr. Sun Yat-sen himself, has been able to return. Many other factions, stronger even than the Kwangsi party, have faded out ignominiously after being once deposed. And the Kwangsi faction has the support of the merchants, the middle classes, and about half of the workers.

SOVIET CONSULATE.

MEMBERS PASSING THROUGH HONG KONG.

FROM CANTON TO RUSSIA.

The Consul-General, with several ladies and children, of the Soviet Consulate-General of Canton, arrived in Hong Kong yesterday on the s.s. "Klaskan," on their way home, after having been expelled by the Nationalist Government of Canton.

Canton detectives accompanied the party down, the latter being met on arrival by Mr. L. H. V. Booth, of the Criminal Investigation Department. They sail on Monday for Shanghai where they will not be allowed to land. They go on a Japanese steamer to Kobe and thence back to Russia.

Names in the Party.

Those in the party are M. Pokhvalinsky (Consulate-General), his wife and two little girls; Madame Vacholoff, wife of the Consul-General of Canton, arrived in Hong Kong yesterday on the s.s. "Klaskan," on their way home, after having been expelled by the Nationalist Government of Canton.

The last two wives of other deceased members of the Consulate staff.

It will be recalled that during the Red riots a fortnight ago, five Russian men and six Chinese (of the Consulate) were shot for alleged participation in the street shooting. The others (who came down yesterday) were arrested.

WATER CONTROL.

It is notified that on and after Tuesday next, the supply of water to all the river main districts will be controlled by bringing the Hing Tung Water Operation and that water will be turned on to each river main daily for two consecutive hours.

INDIAN AFFAIRS.

RESOLUTIONS OF INDUSTRIAL CONGRESS.

PROTECTION FOR TEXTILES.

Madras, Yesterday.

The Industrial Congress has passed a resolution to boycott the Statutory Commission. It also demanded that the textile industry should be protected by the immediate imposition of four per cent. extra duty on piece goods. —Reuter.

CHATER PICTURES.

COLLECTION OF 437 FOR THE COLONY.

NO PERMANENT REPOSITORY.

At yesterday's meeting of the Legislative Council the Hon. Mr. W. E. L. Shenton asked:

Have the Government, on behalf of the Colony of Hong Kong, recently received a gift of a valuable collection of pictures and prints of Hong Kong and the Far East, in accordance with the wishes of the late Sir Catchick Paul Chater, and by the generosity of the Armenian Holy Church of Nazareth at Calcutta?

If yes, what steps are the Government taking to preserve the collection for the Colony of Hong Kong, where will the same be housed, and on what conditions, pending the provision of a permanent repository for the same? Have the Government a scheme for a permanent repository?

Official Reply.

The Colonial Secretary:—The answer to the first question is in the affirmative. The collection comprises paintings and prints to the total of 437, all of great interest to the Colony and many of historical value.

In the absence of any suitable repository for the whole collection, such of the pictures as could not be given wall-space at Government House, have been distributed to the University and various Government Offices where they will be hung and cared for. Arrangements are in hand for marking each picture with a brass plate engraved with the reference number in the catalogue; and the whole collection will be checked annually.

The answer to the third question is in the negative.

Governor's Thanks.

H.E. the Governor: This completes our work for 1927. I thank honourable members of this Council for much valuable and unfailing help they have given to me throughout the past year and I take this opportunity of wishing all members of Council and through them, the Colony as a whole, every happiness and prosperity for the new year. Council then adjourned sine die.

Those present were H.E. the Governor, H.E. the General Officer Commanding the Troops, the Colonial Secretary, the Attorney-General, the Colonial Treasurer, Secretary for Chinese Affairs, the Captain Superintendent of Police, the Hon. Sir Shou-sun Chow, Hon. Mr. W. E. L. Shenton, Hon. Dr. R. H. Kotewall, Hon. Mr. A. C. Hynes, Hon. Mr. J. Owen Hughes, and the Deputy Clerk of Councils (Mr. E. W. Hamilton).

DOMINION HEADS.

NOT INTERMEDIARIES AFTER TO-MORROW.

Rugby, Yesterday.

The decision of last year's Imperial Conference that the Governments-General of Dominions should cease to be intermediaries between the British and the Dominion Governments will take effect in Australia on Sunday, after which telegrams will pass direct between the two Governments.

Copies of the communications will be handed to the Governor-General for his information.—British Wireless Service.

\$12,000,000 BONUSSES.

NEW YORK FIRMS GIFTS TO EMPLOYEES.

New York, Nov. 16.

It is estimated that New York's financial institutions, including all the Wall-Street houses, will distribute \$12,000,000 in gifts and bonuses this Christmas to employees. This sum exceeds last year's record distribution by \$2,000,000. The past year has been widely prosperous to Wall-Street stocks and bonds, and the new high levels. Most concerns will give bonuses of from 5 to 20 per cent. of one year's salary.

Mr. George F. Baker, chairman of the First National Bank, gave last Christmas to each of his bank's 143 employees a full year's salary. This leading bonus of 1926 is expected to be duplicated this year. Distributions are to begin within a fortnight, so that employees will know some time before Christmas what their bonuses are to be.

CINEMA NOTES.

WHAT TO SEE DURING THE HOLIDAYS.

TOLSTOY'S FILM TO-DAY.

Several excellent pictures are promised for the New Year holiday season, including one that is world famous. To-day, New Year's Eve, the big attractions are Tolstoy's great romance of a prince and peasant girl, "Resurrection," at the Queen's Theatre, with Dolores Del Rio and Rod La Roque in the leading roles; the famous dancer, Gilda Gray, in "Alma of the South Seas" at the World Theatre; and Rex Beach's story of modern youth, "Padlocked," with Lois Moran, Louise Dresser and Noah Beery, at the Star Theatre.

Cinema-goers should note that "Resurrection," owing to its length, begins promptly after the overture at the special times of 2.30, 5.00, 7.15 and 9.30. Performances in the World Theatre to-day are at the usual times (orchestra at 5.15 and 9.20, interpreter 2.30 and 7.15) and performances in the Star are from 5.15 to 8.45 continuous and again at 9.20.

TO-MORROW'S FILMS.

To-morrow's feature attractions, as announced in special advertisements appearing in this issue, are the famous French Foreign Legion story, "Beau Geste," with Ronald Colman, at the Queen's Theatre; Gloria Swanson's latest comedy love-drama, "Fine Manners," at the World Theatre; and a drama of Martinique, "Volcano," with Bebe Daniels, at the Star Theatre.

"Beau Geste," which will remain at the Queen's Theatre until Thursday, is another very long film, and like "Resurrection," it will begin at special times immediately after the overture. Times and prices of admission are as follows:—2.30 and 7.15, \$1.00, 80 cents and 40 cents; 5.00, \$1.50, \$1.00 and 60 cents; 9.30, \$2.00, \$1.20 and 80 cents.

STAR THEATRE PRICES.

Patrons of the Star Theatre will be pleased to learn that a general decrease is being made in prices as from to-morrow, also that performances in future are to be continuous from 2.30 to 11.15 p.m. The new prices are as follows:—Until 8 o'clock—dress circle 60 cents, back stalls 40 cents, front stalls 30 cents; after 8 o'clock—dress circle 80 cents, back stalls 60 cents, front stalls 40 cents.

"Fine Manners" and "Volcano" will be screened again on Monday, after which they will be replaced by James Oliver Curwood's Alaskan story, "Back to God's Country," with Renee Adoree, at the World Theatre; and that exciting story of the '49, "The Devil's Cargo," with Wallace Beery and Pauline Starke, at the Star Theatre. The usual change will be made at both theatres on Thursday, the new pictures being "The Eagle," with Rudolph Valentino, at the World; and "The Show-Off," with Ford Sterling at the Star Theatre.

THE REDS IN CANTON.

Showing at the World Theatre along with "Back to God's Country" and "The Eagle" will be "Canton Under the Reds," a film record of the recent revolt, secured at much personal risk. Although necessarily scrappy, this picture is of the greatest topical interest, especially the part showing captured Russians being marched through the streets.

The picture which is to follow "Beau Geste" at the Queen's Theatre is Reginald Denny's latest comedy hit, "Out All Night," in which the genial British film star is assisted by Marion Nixon as the pretty heroine.

ROYAL NOSE.

WHEN KING EDWARD WAS ANXIOUS.

London, Nov. 17.

Lord Napier of Magdala, that great soldier whose life has just been published by his son, the Hon. H. D. Napier (Arnold, 21s.), was noted for his wonderful tact.

While he was Governor at Gibraltar, King Edward sent him an urgent cable saying that he had heard that his two midshipmen sons, then on board the "Bacchante," had been tattooed on their noses by their fellow midshipmen.

The possibility of a future heir to the Throne being thus adorned filled the Court with alarm. Lord Napier, therefore, with great dispatch, invited the young Prince to dinner, and found that the rumour was entirely without foundation.

A qualifying examination for appointments of probationer clerks in Government Service will be held at Queen's College Hall, on Saturday and Monday, January 11 and 12.

Shadows Before.

COMING EVENTS ANNOUNCED IN THE MAIL.

To-day—Queen's Theatre: "Resurrection."

To-day—World Theatre: "Alma of the South Seas."

To-day—Star Theatre: "Padlocked."

To-day—Concert in St. Stephen's Girls' College Hall, Lyttleton Road, 8 p.m.

To-day and To-morrow—New Year's Eve and New Year's Day Banquets at Cafe Regent; Dinner-dance as usual.

To-day—New Year's Eve dance at King Edward Hotel, from 8.30 to midnight.

January 1-2—Star Theatre: "Volcano."

January 1-2—World Theatre: "Fine Manners."

January 1-5—Queen's Theatre: "Beau Geste."

January 3-4—Star Theatre: "The Devil's Cargo."

January 3-4—World Theatre: "Back to God's Country."

January 5-7—World Theatre: "The Eagle."

January 5-7—Star Theatre: "The Show Off."

January 6-7—Queen's Theatre: "Out All Night."

Sports.

To-day—Cricket Match, Division I. H.K.C.C. v. Navy and Kowloon v. Army.

January 1—U.S.R.C. Tennis entries close to-day.

January 2—New Year Point-to-Point meet of the Fanling Hunt at Souza's Bungalow, 3 p.m.

January 2—K.C.C. Children's sports.

January 8—H.K.V.D.C. Monthly spoon shoot at Peak Range, 9.30 p.m.

Lammerts' Auction.

January 4—At Sales Room, Duddell St., valuable household furniture, 2.30 p.m.

Meetings.

December 30-31—Sale on Crackers, toys, etc., at Messrs. Whiteaways, 20, Des Voeux Rd., Central.

January 7—Meeting of Creditors of the Prince's Bldg. & Land Co. Ltd., 6 Des Voeux Road Central, noon.

Miscellaneous.

To-day—Sale on Crackers, toys, etc., at Messrs. Whiteaways, 20, Des Voeux Road, Central.

January 2—Reopening of King's College.

January 22—Opening date of Photographic & Art Exhibition at Macao.

MEXICO'S OIL.

NEW LAW PASSED BY THE SENATE.

Mexico City, Yesterday.

The Senate has unanimously passed the new Oil Law Bill, notwithstanding the objection of one senator that the measure granted more than the oil companies demanded.—Reuter's American Service.

SOUVENIR HUNTER.

STEALS ANNE BOLEY'S KNOCKER.

Souvenir hunters visiting England's places of historic interest have had a good season this year. They have stolen:—

Anne Boleyn's knocker from the door of N. 2 Deans Cloister, Windsor.

The key of the South door of Avonside Church, Stratford-on-Avon.

A large piece of Roman pavement from the Chester Museum.

Nearly 30 prayer books have been stolen from Westminster Abbey. A few of these have been returned from the United States with letters of apology.

Tourists collect the small flint stones set in the mortar between the solid fabric of the walls of Windsor Castle. Anything, however small, which has some connection with this historic building, is not beneath their notice. If it is only a nail or a chip of wood they are satisfied. Since the theft of Anne Boleyn's knocker all similar knockers have been removed for the sake of safety.

A habit of visitors to the ancient parish church, Stratford-on-Avon, is to snip the ends off the page markers in the books lent to worshippers. The fact that the historic 1611 Bible housed in this sacred edifice has not been stolen may be explained by the fact that it is chained to the reading desk supporting it.

RULE IN SAMOA.

RESOLUTION PROPOSING NAVAL INVESTIGATION.

Washington, Dec. 19.

Congressmen, Kieas to-day introduced a resolution providing for an investigation of the administration of American Samoa by United States Naval authorities.

The measure will, if passed, cause two senators and three members of the House of Representatives to visit the islands with a view to making a recommendation as to necessary legislation.

Kieas to-day said that he believed that the Navy had in general given a satisfactory administration in Samoa; but that there were some complaints, to which Congress should give its attention.—United Press.

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| 1 qt. Martell's XXX Brandy | 1 qt. Puritan Old Tom & Dry Gin |
| 2 qts. King George IV Gold Label or Perfection Whisky | 1 qt. Burgoyne's Burgundy |
| | 1 phial Pomeranzen Bitters |

No. 2 HAMPER—\$34.

| | |
|-------------------------------------------------------|---------------------------------|
| 1 qt. Gullemer's Champagne | 2 qts. Tawny Dry Port |
| 1 pt. D.O.M. | 2 qts. St. Julien Claret |
| 1 qt. Burgoyne's Burgundy | 1 qt. Puritan Old Tom & Dry Gin |
| 1 qt. Martell's XXX Brandy | 1 qt. V. de P. Paste Sherry |
| 2 qts. King George IV Gold Label or Perfection Whisky | 1 phial Pomeranzen Bitters |

No. 3 HAMPER—\$30.

| | |
|-------------------------------------------------------|---------------------------------|
| 1 qt. Burgoyne's Burgundy | 1 qt. Englund's XXX Brandy |
| 1 pt. Pomeranzen B.P. | 1 qt. Amontillado Sherry |
| 1 pt. D.O.M. | 1 qt. Puritan Old Tom & Dry Gin |
| 2 qts. Superb Rich Old Port | 1 qt. V. de P. Paste Sherry |
| 2 qts. King George IV Gold Label or Perfection Whisky | 1 phial Pomeranzen Bitters |

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The Three Principles of the People, Translated into English by Frank W. Price; Edited by L. T. Chen. Price: cloth, 5/4 x 8 1/2, \$4; paper, 5/4 x 7 1/2, \$2.
The Three Principles are the great forces that are now driving China forward. This book, published by the China Committee of the Institute of Pacific Relations, is to supply the demand of Westerners and over-sea Chinese who wish to know Dr. Sun's political theories. The translation is complete and faithful to the original. Geographical and historical references have been verified. Brief notes to explain familiar names and references have been added. Each chapter is placed with a brief summary.

What's Right with China

By Dr. O. D. Rasmussen. Price, \$3.50

This book is cleverly written as an answer to Rodney Gilbert's "What's Wrong with China." It presents the Chinese point of view, and in it are answered a lot of the arguments advanced by Gilbert in criticizing China and the Chinese.

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LOCAL AND GENERAL SOCIAL AND PERSONAL.

The Kiangsu Bureau of Agriculture and Labour has ordered an investigation of the labourers' living conditions, says the Chinese press.

The Nationalist Government has issued a mandate ordering all military leaders to exert their energies towards arresting Marshal Wu Pei-fu.

The Anti-Gambling League is to take legal action against the trustees of the Crystal Palace with a view to preventing the opening of the proposed greyhound racing track there.

A report from Kluikang states that a detachment of the 3rd Army, some of whom were reported at Nanchang, have arrived at the former place from the Honan-Kiangsu border.

The price of London standard flour has been officially advanced by 6d. a sack to 44s. delivered in the Home Counties, with a reduction of 6d. to 1s. a sack in the London district.

The Chinese press understands that Mrs. Ching-wei will leave for Paris in a few days to join her husband, for whose arrest a warrant has been issued by the Nanking Government.

At the China Auction Rooms yesterday afternoon there was a fair attendance for the sale of Nos. 6, 8 and 10, Centre Street, which sold in one lot, realised \$71,400. Mr. Pun Yat-kai was the buyer.

In a message received in Java from Sir Frank Dyson, F.R.S., Astronomer-Royal, it is stated that most probably the British expedition will go either to Malaya or Sumatra, and not to Siam, to study the total eclipse of the sun in 1929.

Mr. Francis Gordon Small, aged 33, an engineer, who was found guilty at the London Sessions of being drunk in charge of a motor-car and assaulting a policeman, is stated to have incurred £150 in costs, counsel's fees, and disbursements.

Gen. Chiang Kai-shek gave a dinner at his home in Shanghai to the Japanese Consular officials and naval and military officers stationed in Shanghai, when he explained the real aspirations of the Nationalists and urged the Powers to remain neutral.

In the course of a statement appearing in the Chinese press, Gen. Pei Chung-hai, Garrison Commissioner, who has been appointed to the command of the 2nd Army Corps, stationed in Hankow, announces that he is determined to protect Yangtze shippers.

Sentence was passed by Judge Chau in the Provisional Court on T. O. Teppers, a German, who was charged by a Mrs. Tonkin and several Japanese with obtaining goods by presenting worthless cheques. Teppers was given six months for each of six charges but he was permitted to serve only 18 months.

At the 17th Annual General Meeting of the Chung Hua Book Co., it was announced that labour troubles had influenced business to such an extent that no dividend could be declared. Among the eight directors appointed are Mr. Tong Shao-yi, former Premier of China, and Mr. Loh Fee Peh-hung, the present Chairman of the Company.

The vernacular press states that the British, French and Japanese Ministers have lodged another protest with the Waichiaopu against the commandeering of the Shanghai salt revenues by Marshal Chang Chun-chang on the ground that it is contrary to the loan agreements. Should protests be unavailing, it is said, definite action will be taken to prevent similar actions in future.

Members of the Shanghai General Chamber of Commerce, among whom were Messrs. B. T. Byrne, T. H. R. Shaw, Mein Austin, H. W. P. McMeekin, F. W. Maze, A. Pitacco, A. Gray, and B. Firth, visited the Riverside Power Station of the Municipal Electricity Department and were conducted over the installation by Mr. C. S. Taylor, Acting Engineer-in-Chief, inspecting recent additions to the plant.

The Tsingtau manager of the International Bye-Products Co., Inc., of 103 Woosung Road, Shanghai, made his appearance in the Provisional Court last Saturday, charged with misappropriating the sum of \$7,000. Det-Sgt. Gash informed the Judge (Mr. Liang Lone) that accused was arrested at the instance of Mr. A. A. Mortimore, the company's local manager, under instructions from the Tsingtau office. Mr. Mortimore informed the Court that the defalcations took place between December, 1926, and November, 1927. Accused was in charge of the Tsingtau office and the money had been remitted to him from time to time to meet office expenses and advances to dealers. The hearing was adjourned.

H.M.S. "Keppel" has arrived in Shanghai from Nimrod Sound.

The N.Y.K. Wharf coolies and godown keepers who went on strike on November 27 have resumed work.

Mr. W. H. Lee Warner has left Peking for Kiang to take up the appointment of District Officer there.

Mr. R. Boyd, Assistant Director of Co-operation, has gone up Peking Hill and is staying at the convalescent bungalow.

Mr. A. Haslam, of the printing department of the "North-China Daily News," has returned to Shanghai from home leave.

A meeting which was arranged to be held in the Shanghai Students' Union for the purpose of discussing the organisation of a "Shanghai Peasants, Labourers, Merchants and Students League" was abandoned owing to the poor attendance.

"Canton Under the Reds," a film record of events in the recent revolt, secured at such personal risk, is to be screened at the World Theatre from Tuesday to Thursday of next week. Although necessarily scrappy, the film is of exceptional local interest, particularly the part showing captured Russians being marched through the streets.



Charles D. Hillis, Vice-Chairman of the Republican National Committee.

Patrons of the Star Theatre will be pleased to learn that a general decrease is being made in prices as from tomorrow, also that performances in future are to be continuous from 2.30 to 11.15 p.m. The new prices are as follows:—Until 8 o'clock—dress circle 60 cents, back stalls 40 cents, front stalls 30 cents; after 8 o'clock—dress circle 80 cents, back stalls 60 cents, front stalls 40 cents.

Two years was the sentence meted out in the Provisional Court to a Chinese who was charged with larceny, breaking and entering and returning from expulsion, complainants in the case being Mr. Glover, G. D. Litchfield Co., and Mr. Hager. The Court ordered that a typewriter which accused admitted having stolen from Mr. Hager should be kept by the police and that a civil action should be brought if the owner desired to recover it. When accused is released from gaol, he will be expelled from the Settlement.

The next production of the Shanghai A.D.C. will take place early in January. It is a crook play, "Ask Beccles," by Cyril Campion and Edward Dignon, and was produced in July, 1926, at the Globe Theatre, running for many months with Mr. Basil Foster in the principal part. In the local cast, Mrs. Seddon and Mrs. Liddell have parts well suited to them. Mr. Norman MacGregor takes the title role, and Colonel Logan has a responsible part. Among newcomers are Major Gaye, of the Beds. & Herts. Regt., and Lieut. Prather-Benyon, of the Welch Regt. Mr. Herbert Langley will be responsible for the production, while stage settings are in the hands of Mrs. Yorke Irvine.

Dr. J. Darroch, in an address at the Royal Asiatic Society's Hall, Shanghai, explained the origin and development of the characters which form the Chinese language. The earliest were simple in form, gradually growing more complex. The beginnings of a phonetic script were to be found in Chinese, but this yielded, as in the case of Egyptian, to an alphabetic language. The characters themselves comprised ideas that lay behind the minds of ancient peoples who invented them. In this way, Chinese civilization was the first to have a written language. The Chinese character, it was said, was probably 2,000 or 3,000 B.C. China was even then a civilized nation, and agriculture well developed. The lecture interested greatly from both the philological and the historical aspects.

The French Culinary Association won the championship for a six-course dinner for six people at the Cockery Exhibition at Holland Park Hall, W.

According to the Chinese press, the Nanking Government has decided to grant special rewards to the Nationalist land and sea forces on New Year's Day.

The Nanking Foreign Ministry has been asked by the Shanghai Chinese authorities to approve of a series of regulations governing the bureau for the registration of Russians in Shanghai.

Mr. Round-Turner, of the British North Borneo Constabulary, will be going to Kuala Lumpur in the near future for a month, during which he will be attached to the local Police Depot.—M.M.

Mr. A. O. Newbould has succeeded Mr. R. Bird, who has gone on furlough, as Secretary to British Resident, Negri Sembilan. Mr. L. H. Gorsuch takes Mr. Newbould's place as District Officer, Jelebu.

Death sentences were imposed by Judge Wan and Mr. Shimizu, Senior Consul's Deputy, in the Provisional Court on two Chinese found guilty of armed robbery. Both were deprived of their civil rights for life.

Chao Wu-yih, a former officer of the Shanghai General Labour Union, was sentenced to 10 months' imprisonment at the Provisional Court, he having been found guilty of distributing Communist hand-bills.

Corporal John William Moore, Highland Light Infantry, who was found guilty by court-martial of neglect in allowing Private Drew, a prisoner, to escape on November 14 from a cell at Aldershot, was sentenced to be severely reprimanded.

The Prime Minister has declined to receive a deputation from the miners who have marched to London from Wales, but the Minister of Labour, Sir A. Steel-Maitland, is ready to meet M.P.'s with a limited number of their constituents who may be in London.

Mr. Chang Ching-kiang, former acting chairman of the Central Executive Committee of the Kuomintang, arrived in Shanghai from Hangchow, where he has been recuperating. Mr. Chang is an intimate friend and a personal adviser of Gen. Chiang Kai-shek.

A cashier, who was brought before the Shanghai Provisional Court on a charge of misappropriating \$40,000 from his employers, the Ong Kyeu Native Bank, last month, was ordered by Judge Kuh to be remanded for two weeks. Bail was allowed in the sum of \$20,000 shop security.

London, December 30.—The newspapers are of opinion that Mr. Philip Snowden's resignation from the Independent Labour Party was hastened by differences of opinion with regard to the Labour proposal as to the surtax, which Mr. Snowden contended should go to debt redemption and not to Socialist scheme.—Reuter.

It is understood that Dr. Wang Chung-hui, Minister of Justice in the Nanking Government, who was formerly the Chinese member of the International Court of Justice at The Hague, may resume the latter post in the near future. Meanwhile, the Peking Government has recommended the appointment of Dr. Wellington Koo, former Premier and Foreign Minister, for the place.

Charged with stealing a ricksha, a coolie told the Provisional Court Judge that a tall man had compelled him to pick up the shafts and run; if he refused the tall man threatened to assault him. "I was frightened when complainant chased me," he said, "so I ran away. I didn't know that I was stealing it." The Judge:—"I know that you did. One month. Next case."

New Year festivities will take the form of carnival dances in the Hong Kong Hotel, the King Edward, the Kowloon Hotel, Lane, Crawford and the Cafe Regent, and there is to be an especially big night at the Repulse Bay Hotel. The Peak Club are holding a New Year's dance and St. Stephen's College is giving a concert in aid of the new building fund. There is also the "President's Dance" at the Craigengower Club. The usual Watch-Night services will be held.

Admiral Jean Stoltz, Commander-in-Chief of the French Naval Forces in the East, paid an official visit last week to H.E. the Governor of Macao. Admiral Stoltz, whose flagship, "Jules Michelet," is in Hong Kong, made the trip in the French gunboat "Argus." As the French vessel entered the port, a salute was fired from the Portuguese gunboat "Patria." The French Admiral was received at Government House by H.E. the Governor of Macao, Senhor Arthur Tanagimil de Sousa Barboza, and in the evening a dinner in honour of the visitor was given at Government House, followed by a dance. During his stay at Macao, Admiral Stoltz was the guest of H.E. the Governor of Macao, Senhor Arthur Tanagimil de Sousa Barboza.

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**A WEEK'S PAPERS
IN ONE**

"OVERLAND CHINA MAIL"

**CHINA NEWS, LOCAL NEWS
AND ALL THE NEWS**

SEND IT HOME!

The scene at Canton continues to change with dramatic suddenness. The Ironsides, who recaptured the city from the Communists, have now left, taking a lot of money with them, and the Kwangsi forces are ready to step into power. Meanwhile, the movement for the re-enthronement of General Li Chai-sum in the southern capital grows stronger day by day. The interesting events leading up to the present situation at Canton are graphically described by Chinese correspondents and observers in this week's "Overland Mail."

Pirates are again active on the Yangtze River, and a naval action has been taken against them. The "Overland" contains full reports of all engagements and actions in the area, together with accounts of the war in the North, which Nationalists have again attacked Fengchiai, threatening to march on Peking.

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"THE OVERLAND CHINA MAIL"

SPORTS

HOLIDAY GOLF.

R.H.K.G.C. STARTING TIMES ANNOUNCED.

TWO DAYS' PLAY.

The Royal Hong Kong Golf Club starting times for New Year Day and January 2 are as follows:—

| | |
|--------------------------|-----------------------------------------|
| 9.24 a.m. | A. R. Cox and J. H. Bottomley. |
| 9.28 | A. E. Wood and E. D. Matthews. |
| 9.32 | S. T. Butlin and N. K. Littlejohn. |
| 9.36 | F. M. Ellis and G. P. Lamert. |
| 9.40 | S. A. Arthur and E. C. Frederick. |
| 9.44 | F. J. Kennedy and H. M. Muir. |
| 9.48 | W. C. Clark and W. A. Weight. |
| 9.52 | A. Leach and A. Sommerfeldt. |
| 9.56 | R. S. Smith and F. Syme Thomson. |
| 10.00 | Sir Joseph Kemp and E. R. Hallifax. |
| 10.04 | H. L. Mackenzie and F. G. Fowler. |
| 10.08 | H. Spicer and G. W. Gardiner. |
| 10.12 | C. C. Stark and K. S. Robertson. |
| 10.16 | A. O. Brown and T. C. Monaghan. |
| 10.20 | W. Ironside and A. E. Lissaman. |
| 10.24 | T. D. E. Pendered and L. G. S. Dodwell. |
| 10.28 | G. Murray and R. Warbrick. |
| 10.32 | L. Yates and J. Coulthart. |
| 10.36 | R. M. Finlayson and H. F. Farr. |
| Monday, January 2, 1928. | |
| 9.24 a.m. | F. S. Thomson and A. D. Hume. |
| 9.28 | W. Ironside and G. S. Archbutt. |
| 9.32 | J. H. Little and W. R. Mansfield. |
| 9.36 | J. F. Kennedy and A. Morley. |
| 9.40 | F. A. Perry and F. Cowherd. |
| 9.44 | W. L. Dunbar and A. Leach. |
| 9.48 | C. B. Brown and N. K. Littlejohn. |
| 9.52 | A. E. Lissaman and K. S. Robertson. |
| 9.56 | R. M. Smith and E. Davidson. |
| 10.00 | P. J. Wodehouse and E. R. Hallifax. |
| 10.04 | G. Murray and J. L. Shellshear. |
| 10.08 | C. W. Jeffries and A. O. Brown. |
| 10.12 | F. Taylor and E. D. Matthews. |
| 10.16 | A. P. Bungey and S. M. Mayes. |
| 10.20 | S. A. Arthur and E. C. Frederick. |
| 10.24 | S. S. Perry and F. M. Ellis. |
| 10.28 | J. W. Robertson and M. H. Ivy. |
| 10.32 | J. D. H. Crawford and J. W. Alabaster. |
| 10.36 | W. Adamson and J. W. Coulthart. |
| 10.40 | C. B. Johnson and L. R. Andrews. |
| 10.44 | I. A. MacKay and J. H. M. Andrew. |
| 10.48 | T. Low and J. Bentley. |

MANY OF THEM SHOULD BE BUMPED.

It is not, writes Jack Smith, at all encouraging to the young golfer to be told that British golf is on the wane, that the Americans are our masters, that we ought to be ashamed of ourselves. I suppose our critics are sincere, but they are very silly.

What sort of assistance do they think they render us when they do the "Dismal Jimmy" business and tell us before the start that we are beaten. They create a wrong atmosphere. It is written that golf is a temperamental game, that the mental side of it is very important, and now and again you will find the idea extended to the point of unnecessary rudeness.

I once saw it stated that the average British professional was lacking in mentality. But if the critics want to do the thinking for us, should it not occur to them that there is quite a lot in "mass suggestion" and if they create an impression that we are no good, then that impression haunts and affects our play.

Incidentally, it is all wrong. Better golf is being played to-day than at any previous time, and among the best golfers in the world are young Britons whose careers lie ahead of them. It is not for me to suggest ways and means of encouraging young golfers, but I can, and do, protest against discouraging them.

Championship Forecast. This is being written on the eve of the Championship, and already the experts have aired their knowledge in print. They have said, "I expect that Mr. Bobby Jones will go very near to the retention of his title, and that if not he then some other American will walk away with the Cup."

If we professionals are not mentally proficient, isn't that the very stuff which makes us go into the fields though we are engaged in a hopeless quest. Surely it would be much better if we were able to read that we have a very fine chance of "avenging" ourselves on the Americans. That would make us feel as if we could "do the trick."

Of course, Mr. Jones has an excellent chance of winning, because he is an excellent golfer, but there are a score of British professionals who have an equal chance—but who do not start level. The confidence of the holder is supported and buoyed up by generous praise while our own confidence is undermined because we are told that we have not the faith of our own people.

British golf is very good indeed. I could name a dozen young players whose shot production is as good as that of any of the masters, English or American.

But where the critics are right there is in what they say about our lack of training. We do not take the game so seriously as the Americans; we have not the same capacity for infinite pains, but that is a national trait.

We, as a nation, are less painstaking than our opponents, because we are naturally more profuse.

The machine made golfer



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Left to right: Jack Dempsey, former heavyweight champion of the world; Arthur Driscoll, attorney for Dempsey, and Tex Rickard, millionaire fight promoter, photographed at the opening of the \$333,333.33 suit filed against Dempsey by his former manager, Jack Kearns.

is a dangerous factor in championship play, because of his precision, and I am in agreement with the critics in their denunciation of our rather careless methods.

What We Want.

Of course, we should train for championships. Why not? Every other athlete denies himself by way of preparation for the big thing. A boxer does not go into the ring without months of arduous training and dieting. The same with the Inter-University crews before the annual boat race.

It may not be necessary for us golfers to be quite so thorough in our training, but I am certain of the opinion that we should focus our minds on the championship at least a month before it begins, and set aside all other considerations in preparing for it.

That is one of the things that we want. Another, is a little sympathy where heretofore we have had more of destructive criticism.

I am quite sure that this supremacy of American golfers is no more than a passing phase. In defence of our own showing, one might draw attention to the fact that golf in America is practically modern and the American people have gone almost crazy on it. Already it rivals baseball as the national game.

There are immense money prizes for the professors who receive very much more encouragement than do ours. The wave of enthusiasm which has spread over America has swept along in its path the right atmosphere for achievement.

But the tide will turn. A big

CENTRE FORWARDS.

WHAT ARE THEIR REAL DUTIES?

SCORING OR LEADING.

Not so very long ago, writes Jack Fowler, Swansen and Wales centre forward, I was a compulsory listener to two football supporters who were discussing the relative merits of the various positions on a football field. They did not know me, and I did not join in the conversation, though I was sorely tempted when one of the enthusiasts made the startling statement that the centre-forward berth was one of the easiest in a team and certainly the easiest in the forward line.

Unfortunately, the conversation ceased before explanations were made, but it has given me cause for wonder. Now is the centre-forward berth easy? That depends on what a centre-forward is supposed to do?

Many people have the idea that a centre-forward has one job and one alone to do, if he wishes to be successful—that is to score goals.

Now, discussing all that, let us assume that the centre-forward's main job is to score goals. Is it easy to get goals? Defences these days are not giving much away and they always have the pull over the attacker; they can kick the ball anywhere when clearing, but the forward has to get the ball into a space, 8 yards wide by 8 feet high and to do that he must beat a goalkeeper. And that is the most difficult job in football.

We are thinking at the moment that the leader's job is only to get goals. Now is he to wait until someone makes a mistake; go and fetch the ball for himself or rely upon his colleagues to give him the ball? I'll dismiss the first case and deal with the second. Just picture for a moment, a centre-forward scrambling all over the field fetching the ball for himself and trying to score.

He would soon be labelled a poor player, for he would never be in position, and, I fear, he would soon be labelled selfish.

Thus, he is left to rely, to a great extent, upon the support he receives from his colleagues and especially from the inside forwards and the centre-half-back. When he is given the ball and the opportunities by the other players, it becomes a matter of skill whether he succeeds or not; but no player, centre-forward or anywhere else, can always succeed.

His First Thought.

Emphatically, a centre-forward's first thought must be to keep the line moving, by being the connecting link between the two wings, and, if he is to become the goal-scoring-in-chief of a team, it is up to the other members to give him the chances.

For if there is one position where foraging on one's own account, at least leaving one's position, is dangerous, it is that of centre-forward.

After all, if the centre-forward does get many, or most of the goal-scoring chances, there is a logical reason for it. He is between two wings, and it is, most often, their principal job to put the ball into the middle, and I will admit that many times when they succeed the centre-forward has an easy job to score. But what if they don't get the ball into the middle; what if the wings or the inside men are off form? Who suffers? This I will not answer.

Let us consider any outstanding centre-forward—a man who has scored a great number of goals. Analyse the team with which he has played, and I am certain that you will find he has two clever inside forwards to back him up. There is certainly credit due for his success, but he has been greatly dependent on this assistance.

Personal Experience.

As a centre-forward, I know whether it is easy or not. I have had some success both in goal-scoring and keeping a line together, and am not likely to belittle men who have done so well in the same position, but at the same time, I cannot overlook the fact that I have my inside men to thank for much of my success.

When Swansen was doing so well a few seasons ago, we had Deacon and Thompson in the inside positions and Joe Sykes playing at centre half-back. You may take it from me that no three men in the country could make it so easy for a centre-forward as they can when they are at the top of their form. But I should be very bold if I said the position, playing with them even, was the easiest position on the field.

No position is made with the sole object of scoring goals, and no position can be really easy if it has to rely upon the good form and work of players in other positions.

ROWING PROBLEMS.

THE ORTHODOX OARSMAN'S DIFFICULTIES.

SWIVEL & FIXED ROWLOCKS.

In an article published in "The Daily Telegraph" on October 14 I wrote of the impetus that has been given to the desire to use swivelled rowlocks by the fact that the Thames and London crews, which fought out the final of the Grand Challenge Cup at Henley this year, both made use of them, and I pointed out that college and club captains should give very deep consideration to the matter before they decide to drop the use of fixed rowlocks, writes An Old Blue.

The first consideration is, of course, one of expense, for not only would new riggers be required, but new sets of oars. Dr. Bourne, to whose book most so-called orthodox oarsmen would turn for guidance, is silent on the subject. Mr. Fairbairn, on the other hand, has a couple of paragraphs on it, in which he not only praises the swivel, but derides the orthodox finish. The chief contribution to the solution, however, is contained in the heading of a paragraph which reads, "Swivel rowlocks are best for good watermen." The italics are mine. And when I add that Mr. Fairbairn has not hitherto given swivels to his junior crews, the heading becomes more instructive than ever. Good watermen are scarce; they are seldom born, and are generally the product of years of oarsmanship. There are advantages in both forms, but I do not think they have ever been clearly thought out or that the right conclusions have been drawn.

The chief difference between the two forms lies at the finish of the stroke. Only the most perfect waterman can obtain what is demanded in an orthodox finish if he used the swivelled type, and even he would have to make some slight concessions.

The orthodox oarsman is taught to finish the stroke by keeping up the pressure on the oar handle until the last possible moment, that is, until the hands have come in to, or to my mind, better still, have been stopped by, the chest. The blade is to be kept immersed to its full depth until that moment, so that every ounce of work done at the handle has its corresponding weight at the blade held against the water as solid a fulcrum as possible. Immediately the hands have come in a sharp downward movement of the hands depresses the oar handle, and consequently raises the blade square out of the water. It is then turned on the feather, and if the downward thrust of the hands is sharp enough and great enough no danger of a "crab" is incurred. That is, I think, a fair description of the finish as postulated by Dr. Bourne and all the great orthodox teachers, and, but for one point, on which no stress has been laid, it could be practised with fixed or swivelled rowlocks alike, if sufficient quickness were attained.

What Teachers Stipulate.

Orthodox and unorthodox preachers all stipulate that the body shall be swung past the perpendicular. Mr. Fairbairn would seem to prefer a greater swing back than Dr. Bourne. But the hands, if they have been brought into contact with the body, cannot be dropped vertically if the body is past the perpendicular. They must be dropped towards the stern of the boat. Then, if the loom of the oar is held fast against the pulling thole, as it is in a swivel, the blade of the oar must move towards the bows, and if the blade starts from a fully immersed position it must back water before it is clear. The least of the resultant evils will be the checking of the run of the boat.

But in the fixed rowlock there is a provision, originally accidental, which overcomes this backward movement. The two fixed thole-pins have to be placed far enough apart to prevent the oar locking when the oarsman is full forward, and as the oar makes a smaller angle with the line of the hull in the forward position than it does at the finish, the distance between the thole-pins has to be greater than is necessary to prevent locking at the latter position. So there is freedom of movement at the finish, and the whole oar can move aft in a parallel position for some 2 in. During this movement of an oarsman with only reasonable quickness has time to extricate his blade without the danger of backing water.

It is strange that Dr. Bourne should not have made this point, for it is important, whether the rowlock is being discussed or not. Mr. Fairbairn, however, puts it quite plainly, and, admitting that an orthodox finish cannot be obtained with the swivel, advocates the turning of the wrists before the dropping of the hands, and the dropping of the hands before they come in to the body. In order to turn the wrists before dropping the hands, it is necessary that the top half of the blade must be already clear of the level of the water behind the blade, otherwise it would be at once more deeply immersed and the oarsman's difficulties increased. Obviously, then, he is advocating a "wash-out," and his only method for minimizing this evil is by demanding "good watermen," for "good watermen" will extricate his blade with less "wash-out" than a bad one.

The Rattle in the Rowlock.

Now I come to what has always been considered the chief fault of the fixed rowlock, the rattle of the

HOLIDAY CRICKET.

GAMES FOR TO-DAY AND MONDAY.

MANY "FRIENDLIES."

The following is the list of fixtures for the week-end holiday:—

| | |
|---------------------------------------------|-----------------------------------|
| League: Division. | Craigengower v. I.R.C. "A." |
| Division II. | University v. Police R.C. |
| Civil Service v. H.M.S. "Tamar." | Friendly Matches. |
| H.K. Electric Co. v. China Light and Power. | H.K.C.C. v. Royal Navy (1st day). |
| Kowloon C.C. v. Army. | Reefers v. Kowloon 2nd. |
| Indian R.C. "B" v. R.A.F. | Sunday. |
| University—Past v. Present. | Monday. |
| H.K.C.C. v. Royal Navy (2nd day). | Indian R.C.—Batsmen v. Bowlers. |
| Craigengower v. H.K.C.C. 2nd. | |

UNIVERSITY 2ND XI v. POLICE R.C.

This League match takes place to-day at 2 p.m. on the University ground.

UNIVERSITY "F" v. CLUB DE RECREIO.

This friendly match takes place on Monday, at 2 p.m. on the University ground.

University:—S. R. Kermani, A. Chan Fook, A. B. Sulleman, F. Hoshimi, S. F. Chen, B. H. Schroter, A. A. Aziz, K. T. Loke, P. L. Tan, H. T. M. Barma and A. N. Other.

oar against the aft, or stopping, thole. The only thing that can be cited in its favour is that the noise it makes gives a valuable aid to the crew in attaining uniformity. This I doubt. That an uneven rattle can annoy the coach on the bank I am sure, but I do not think it is of the least assistance to the crew in timing the finish. It comes too late. The Hon. J. W. Fremantle in some notes on rowing, published soon after the war, compared the effect of 50 lb. weight of oars slipping back against the stopping thole to that which would be caused by a giant with an 80 lb. sledge hammer hitting the bows of the boat at the end of each stroke. Of course, he was wrong, for the sledge hammer would not be part of the boat's system, while the oars are.

The only way in which the rattle of the oars can affect the pace of the boat is by setting up vibration in the boat's skin, thus increasing the friction of the water against the boat. But riggers and boats are not so rigid as all that, and I doubt if much jar is communicated to the skin of the boat. And it must be remembered that it is only the bad oarsman who, by pushing the loom of the oar sharply against the stopping thole, causes much noise or jar. When hard pressure has been kept against the pulling thole to the very end of the stroke, the sudden cessation of power will cause the spring inherent in the riggers to flick the whole oar aft, and it will have arrived at the stopping thole by the time the hands have dropped and before they shoot away, and very little noise and no jar will result. For these reasons it does not appear to me that the disability of the fixed rowlock lies at this point, but that, in fact, here is its chief advantage over the swivel.

Loss from Friction.

The point, to my mind, at which the swivel is immeasurably superior is in the pulling thole. With the fixed pattern, however well-greased the button, the friction between the leather and the wood thole pin must be far greater than that between the moving metal part of the thole and the metal pin on which it turns in the swivel. For this type the button does not move in relation to the moving metal thole, and there is no friction here. With the fixed thole the oar is not only rubbing round the wooden pin, but, by the action of the button on the inner side, is being drawn against the face of it. Here the friction must be very great.

Oddly enough, neither Mr. Alexander, who has made deep scientific researches into the action of, and pressures on, the oar, nor Dr. Bourne, who follows him more or less closely, even mentions the existence of this friction. Yet it must be there, and the more powerful the crew the greater it must be, and although I have not the scientific knowledge to calculate its amount, I am sure it must be far greater in the fixed than in the swivelled rowlock. In spite of this, the swivel has not shown any want of superiority. Its supporters would say that that is because it has never been given a sufficient trial. I think, however, that it is because the gain in the matter of friction is counteracted by a loss of power at the finish when the oar is in the hands of any but the most perfect waterman.

As an alternative, they remain the rowlocks designed by Colonel F. A. L. Fletcher and Mr. F. S. Lowe, which, though varying slightly in design, are founded on similar principles. To my mind, they combine the worst features of both types, in that they have a swivelled stoppin, a pin which

MONEY & SHARES.

TO-DAY'S QUOTATIONS.

| | |
|--------------------------------|-------------|
| On London— | |
| Bank wire | 2/- 3/4 |
| Bank on demand | 2/- 7/16 |
| Bank 30 days sight | 2/- 1/2 |
| Bank 4 months sight | 2/- 1/2 |
| Credits 4 months sight | 2 1/16 |
| Documentary 4 months sight | 2 1/16 |
| On Paris— | |
| On demand | 1280 |
| Credits 4 months sight | 1335 |
| On Berlin— | |
| On demand | — |
| On New York— | |
| On demand | 49 3/4 |
| Credits 60 days sight | 51 1/4 |
| On Bombay— | |
| Wire | 134 1/4 |
| On Calcutta— | |
| Wire | 134 1/4 |
| On demand | 134 1/4 |
| On Singapore— | |
| On demand | 86 1/4 |
| On Manila— | |
| On demand | par. |
| On Shanghai— | |
| On demand | 78 1/4 |
| 30 days sight (private papers) | — |
| On Yokohama— | |
| On demand | 106 |
| Gold Leaf, 100 fine | — |
| (per tael) | — |
| Sovereigns (Bank) | 9.50 |
| Silver (per oz) | 26 1/2 |
| Bar Silver in Hong Kong | 2% prem. |
| Chinese Copper Cash nom. | — |
| Chinese Copper Cents 6% prem | — |
| Rate of Native Interest | 7% p.a. |
| Chinese Sub. Coin | 27 1/4 dis. |
| Hong Kong Sub. Coin 1/4 prem. | — |
| LONDON EXCHANGES. | |
| London, Yesterday. | |
| Paris | 124 |
| New York | 4.88 3/16 |
| Brussels | 34.90 |
| Geneva | 25.27 |
| Amsterdam | 12.07 1/2 |
| Milan | 92 7/16 |
| Berlin | 20.45 |
| Stockholm | 18.08 |
| Copenhagen | 18.20 |
| Oslo | 18.33 1/2 |
| Vienna | 34.55 1/2 |
| Prague | 164 1/4 |
| Helsingfors | 189 1/4 |
| Madrid | 18.82 1/2 |
| Lisbon | 2 27/64 |
| Athens | 365 1/2 |
| Bucharest | 790 |
| Rio | 5 29/32 |
| Buenos Aires | 47 13/16 |
| Bombay | 1/6 3/32 |
| Shanghai | 2/7 |
| Hong Kong | 2/10 3/32 |
| Yokohama | 1/10 31/32 |
| Silver Spot and For- | 26 1/2 |
| ward | — |
| —British Wireless Service. | |

THE KING'S YACHT.

"DOUBT IF HE WILL EVER GET RID OF 'BRITANNIA'."

London, Nov. 14.

"Nobody loves a ship as His Majesty loves 'Britannia,'" said Major Hunloke, the commander of the King's yacht, replying at the Press Club "Seafaring Night" dinner on Saturday night to the toast of "Sail."

"I doubt if he will ever get rid of her," he added.

"The King, too, likes a yacht on which he can take a large number of guests, and 'Britannia' enabled him to do this. To build a new boat like 'Britannia' would now cost something like £40,000, although she was built for £9,000."

"It would be difficult to replace the crew, as few young men now go in for yacht sailing. All the fishing boats, where the men came from, with the exception of the boats from one port, have motors."

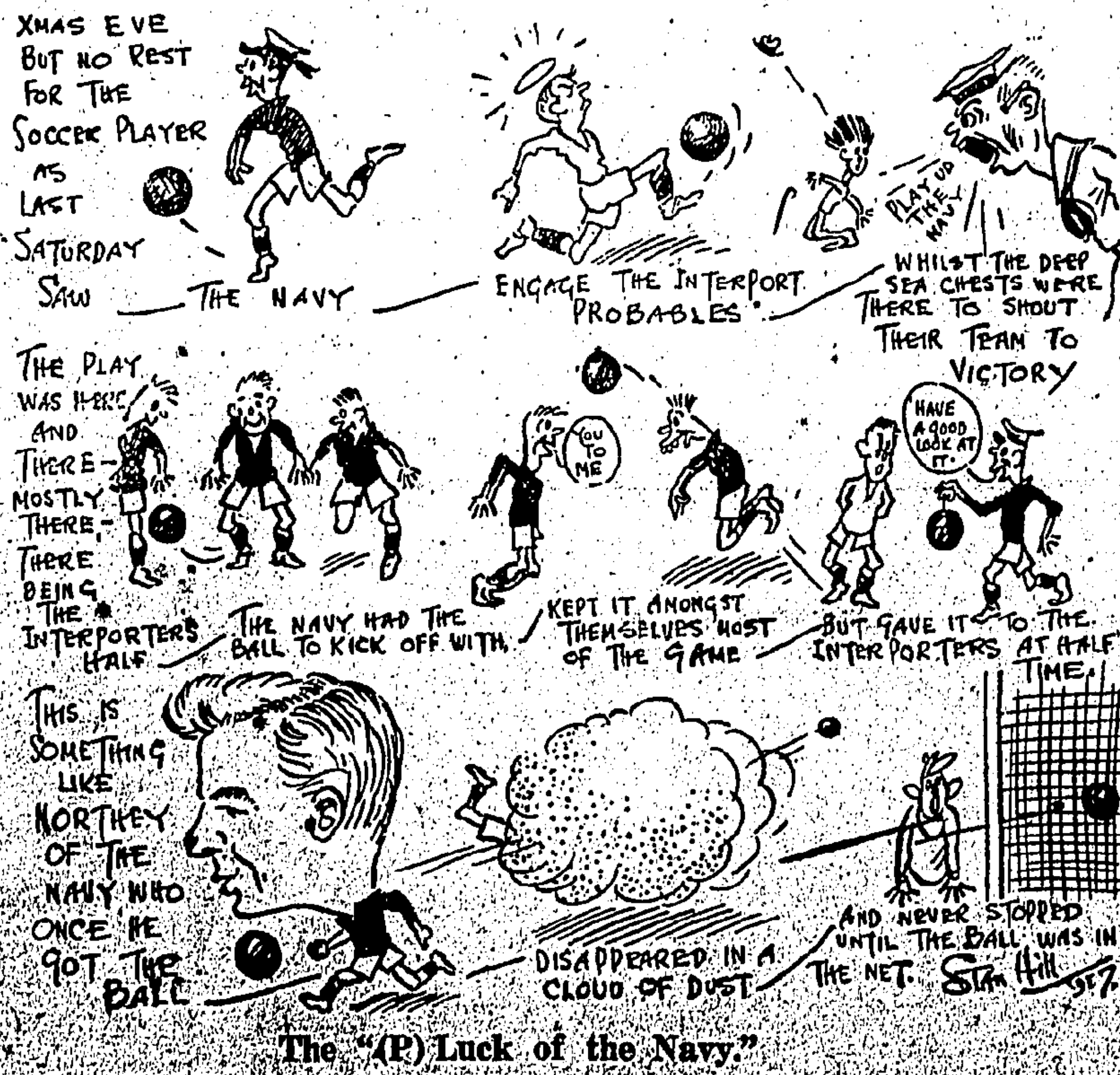
Major Hunloke added that the "Britannia" was thirty-five years old, had sailed 319 times, and had won 187 first and 64 other prizes.

"So far as I am concerned," said Rear-Admiral Barry Domville, Director of Naval Intelligence, "I can assure you every thing possible will go to the Press. I hate secrecy myself, and I believe there is a lot of undue secrecy."

Commodore Sir James Charles, Captain of the "Aquitania," responding for the Merchant Service, with which he had been connected for 47 years, said he did not think anything had progressed so much as the carrying of passengers by sea.

prevents freedom at the finish, with a friction producing fixed pulling thole, their only advantage being that they keep a fixed ell. I was unfortunate enough to be a member of the Oxford crew on which Colonel Fletcher tried his design. I have a fixed rowlock, and a pulling thole, whose working face revolves about a steel pin. In the same manner, as that part of a swivel, and I am having a set made in order to test their efficiency.

CHRISTMAS EVE SOCCER.



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MOTURING SECTION

A BETTER DRIVE.

MOTOR-GENERATOR FOR CARS.

Several years ago engineers in nearly every country in the world started experimenting with an electrical drive for ships, it being thought that this kind of drive would prove a little more economical and more simple of control than the prevailing all-steam method of propulsion. Tests were made on several small ships, and the drive remodelled and reconstructed until finally it grew to that state of perfection which enabled its fitment, with satisfactory results, to very large ships. A notable instance of this drive is the installation in the American battleship New Mexico, tests of which showed that it is nearly twice as flexible as the steam drive, and altogether showed an increase of over 20 per cent in operating efficiency, with a corresponding decrease in cost of running.

In the main the drive consists of a steam turbine geared to a generator, which in turn is electrically connected to, and furnishes the power for, an electric driving motor. Its chief advantages are that any desired speed can be obtained by a very simple control of the driving motor, without any alteration in the speeds of either the turbine or the generator, thus allowing these units to be almost constantly run at their most efficient speeds. Another advantage is that any shocks or sudden variations of load in the final drive are easily absorbed by the driving motor without any detriment to it, the strain being actually absorbed in the air cushion between the armature and the field magnets.

This success in marine work has spurred engineers to cast about for other fields of application for this drive, and for some time experiments have been going forward in the development of the drive on a commercial basis for cars. A very serious set-back was met with for quite a long time, owing to the fact that the orthodox type of motor and generator, as used in the ship drive, was far too heavy for car use. This has at last been overcome by an engineer named Fraser, who has evolved a motor and generator in one unit, and has made it so light that the total drive when placed in an experimental Cadillac chassis was only 100lb. heavier than when fitted with the stock motor, and clutch and gear drive.

Instead of the usual heavy structures of laminated iron the armatures of the motor and generator consist of thin hollow cylinders, and the conductors or wiring on those are embedded in bakelite. This cylindrical arrangement makes it possible for the poles and fields to be placed inside the armature, one set being used for both the motor and generator sections of the unit. To further reduce the weight disc type commutators are used, instead of the usual cylindrical type, there being a commutator for the generator part at the forward end and a motor commutator at the rear end. An interesting feature of the drive is the very wide range of speed ratios which it affords, it being possible to even run the engine at a lower speed than the propeller shaft. Consequently when such a drive is installed the engine can be made to operate for most of its time at nearly full throttle conditions, which gives a marked economy in petrol.

Like many other gears, the Fraser drive permits the car to over-run the engine, but this has proved not to be a disadvantage on hills, as the drive can be used to afford a very powerful and satisfactory electrical brake. In order to understand one of the unique features of this drive, it is necessary to know that in the ordinary motor or generator a troublesome effect known as armature reaction occurs, which is due to a magnetic field being set up by the current passing through the conductors wound round the armature. This field distorts the field produced by the electro-magnets. In the Fraser drive the conductors of the cylindrical generator and motor armatures are so close together that the field produced by one set is neutralized by the other set. This elimination of armature reaction enables more power to be handled by the machine for a given weight of copper and iron. In its construction, yet another point is that in the conventional machine

NEW IDEAS.

NEW OIL CONTROL RINGS.

For the motorist who is troubled with an oiling engine, a new piston ring has been designed that is claimed by the makers to completely rectify the trouble. This ring (the "ventrol") is provided with a step joint, and vents or openings cut in a groove cut in the side. The walls of the groove, which is on the outside of the ring, and the vents or slots, are at an upward angle to the piston travel. The upper side of the groove has a scraping edge which collects the oil when the piston moves downward, while the lower edge is bevelled and serves to throw the oil against the cylinder wall as the piston moves upward. The surplus oil gathered in the groove is drained downwards through the vents to the drain holes in the ring groove of the piston.

Unique Petrol Filter.

A new and very efficient petrol filter has recently been designed and placed on the market by an American inventor. The filter is unique in that the filtering screens are placed at an angle to the travel of the petrol, and are so arranged that the fluid is treated four times before being passed on to the carburetor. The screens used are: First of all a baffle plate, which causes the petrol to flow along the bottom wall of the filter, and deposit the larger particles of foreign matter and water; then through a fine mesh gauze, which retains any large particles that may have escaped from the baffle, and finally through an auxiliary screen to a disc of chamolite. The inventor claims that by having the screens on an angle much greater efficiency is obtainable, as there is actually a larger area of screen surface to treat the petrol, and in addition the angle prevents any clogging and corrosion of the screens.

TYRES DEFY NAILS.

MADE PUNCTURE-PROOF BY NEW INVENTION.

The latest addition to the many devices which have reduced motoring trouble to a minimum is Galacite, which, it is claimed, makes tyres puncture-proof. It is the invention of a British chemist in Chicago and has been placed on the market after 16 years' experimental work.

It is claimed for Galacite that it does not dry up inside the tube and will lengthen the life of the tube to 10,000 or 12,000 miles. It is on the Indian market at Rs. 15 per 32 ounce tin, this quantity being sufficient to fill the four tyres of a car. A satisfactory test was carried out on the premises of the Automobile Association of Bengal. A tyre treated with the solution was driven over a board covered with nails. The pressure of the tyre was afterwards tested and showed little or no reduction.

a great deal of magnetic leakage takes place from one pole to another, owing to the close proximity of the pole pieces. In Fraser's drive the distance between adjacent pole pieces is much greater than usual, so that leakage is reduced.

The only control employed is a handle mounted on the steering column, the use of which enables a remarkably wide range of speeds to be obtained at a touch. For reverse the control is moved to an extreme position, in which the connections between the motor and generator are such that the motor armature reverses its direction of rotation.

Taking it all round, the drive is very simple, compact, and very strongly built, and will no doubt be a boon to those drivers that are not keen on manipulating a gear handle; for the driving will merely consist of steering and moving the control to regulate the speed. Looking backwards over the improvements in cars during the last 20 years one is apt to speculate: What will the next score bring forth?

PRICES AND WAGES.

IN THE MOTOR VEHICLE TRADES.

The production of motors, cycles, and aircraft was in 1907 something under \$10,000,000 in value, and formed about 6 per cent. of the value of the entire engineering industry, including marine and electrical engineering. By 1924 it had become nearly ten times as large, and was over a fourth of the value of the entire industry. By 1926 its volume had increased further by about 35 per cent. Both actually and relatively, however, these figures understate the extent of progress. During the period in question, as is painfully well known, all costs have increased. At the present time wholesale prices are more than half as large again as they were in 1914, while, as will be seen later, wages in the motor trade have increased still more. Yet the price of British cars has been reduced below the 1914 level by over 10 per cent., and that of commercial vehicles has increased by less than 5 per cent., amounting in pre-war money to reductions of nearly one-half and more than one-third respectively. The real increase in volume of manufacture of motor vehicles is therefore substantially more than the increase in values, and contrasts with an increase in values of 50 per cent. to under 60 per cent. in marine and general engineering, with advances in selling prices that much more than counterbalance it. Even the electrical industry which showed in 1924 five times the value of 1907, has had a less increase in volume of manufacture by reason of increase in prices.

It is not surprising to find that the course of employment has been similar. Where in 1907 the industry employed 34,000 persons, it is now employing over 250,000. Its annual increment since 1922 has been of the order of 16,000, which the coal strike reduced to 6,000, though the difference has been regained during the present year. It will be seen, however, that the extent of increase in employees is much less than proportionate to that in the volume of production. The explanation of the discrepancy is necessarily that each person employed has produced more. Between 1907 and 1924, in fact, the value produced per person increased by about 110 per cent., in spite of the decrease in selling prices and the correspondingly greater output required for a given value. It is true, indeed, that during the same period the horsepower employed per employee had also doubled; but that this is no sufficient explanation is evident from the fact that in general and electrical engineering, though the horsepower per employee had been increased in a still greater ratio, the increase in value per employee seems to have been less than, or not greatly different, from the increase in selling prices. The true explanation seems to be, at least in large part, that the employers were willing to give their employees a fair—on the figures it may be said, indeed, a generous—share of the advantage of increased production, and the men were free to accept it and to give honest work in return. As a consequence (says "Engineering") the average earnings of all men, skilled and unskilled, have increased from under 41s. in 1914 to over double that amount in the present year, leaving them more than 20 per cent. better off than in 1914, after allowing for the increase in the cost of living.

100% EFFICIENCY

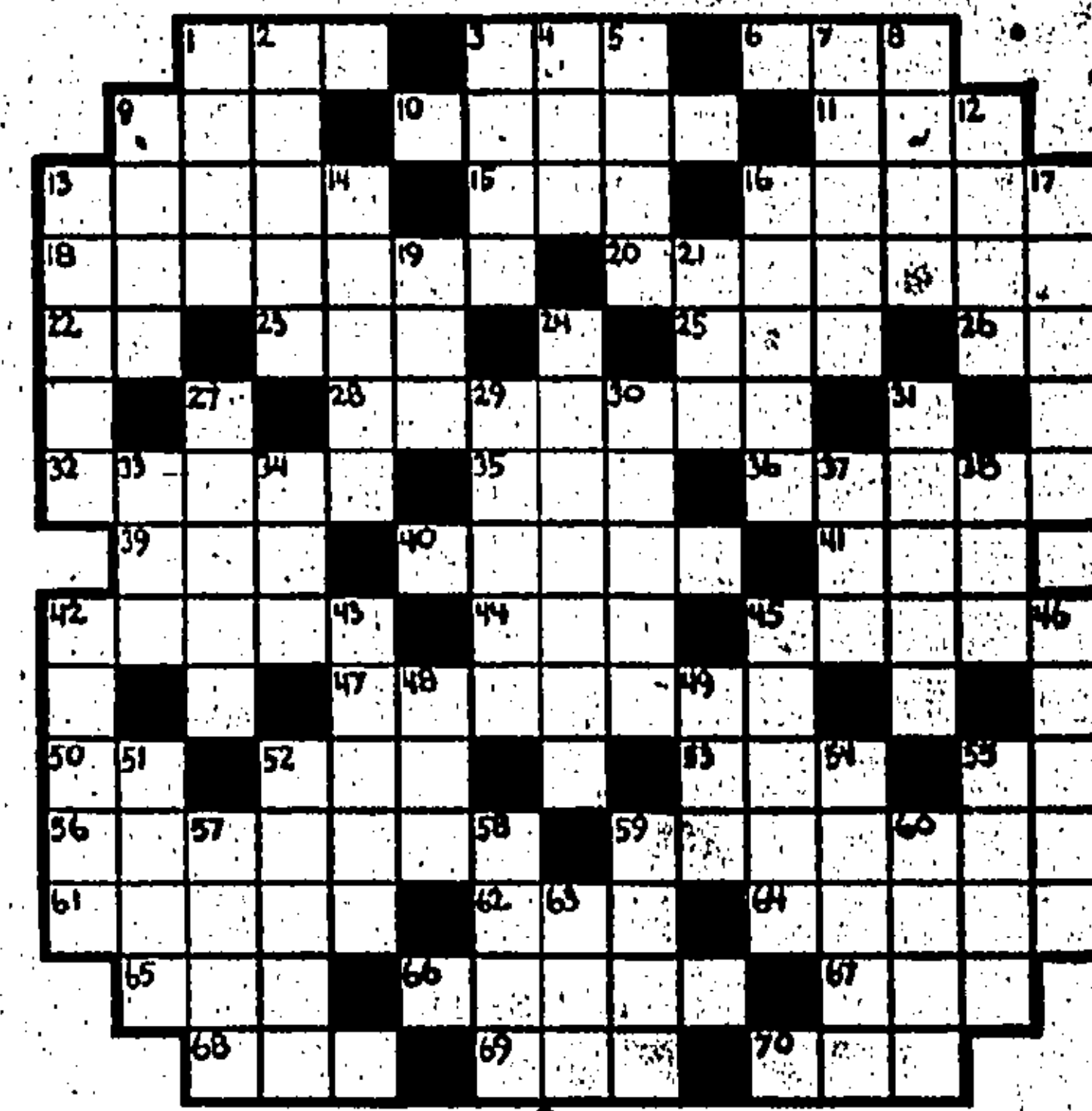
is not possible unless all the organs of the body are acting regularly and properly. Used when needed, Pinkettes keep the liver and intestinal tract in good

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DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, glow, and altho.)



HORIZONTAL

- 1-Likely
- 2-Possesses
- 3-Give's name
- 4-The hair on animals
- 5-Jovial
- 6-Annoy
- 7-A large dwelling
- 8-A vegetable
- 9-Give's name
- 10-To impel
- 11-Electromotive force
- 12-Pronoun
- 13-Cease living
- 14-A fairy
- 15-A continent (abbr.)
- 16-Saltate
- 17-To dodge
- 18-Consumes
- 19-Avoidance
- 20-Part of verb "to be"
- 21-New science of communication
- 22-To grow old
- 23-Painful muscular contraction
- 24-Source of light
- 25-A musical instrument
- 26-Expelled
- 27-Conjunction

HORIZONTAL (Cont.)

- 28-Court
- 29-Illuminated
- 30-Pronoun
- 31-Government protection for inventions
- 32-Washed in a sluice
- 33-A automobile
- 34-A crude house
- 35-Wed
- 36-In England, a hill
- 37-Ponders
- 38-A measure of length
- 39-A coloring matter
- 40-Rarely come into existence
- 41-A bone of the head
- 42-Vertically
- 43-A female relative
- 44-Arranged
- 45-Desire with expectation
- 46-A strong bear
- 47-An inhabitant of Northeastern Europe
- 48-A short, simple, ale
- 49-Any open space
- 50-A true statement
- 51-Small bar
- 52-Indian corn
- 53-Lift up
- 54-Kills

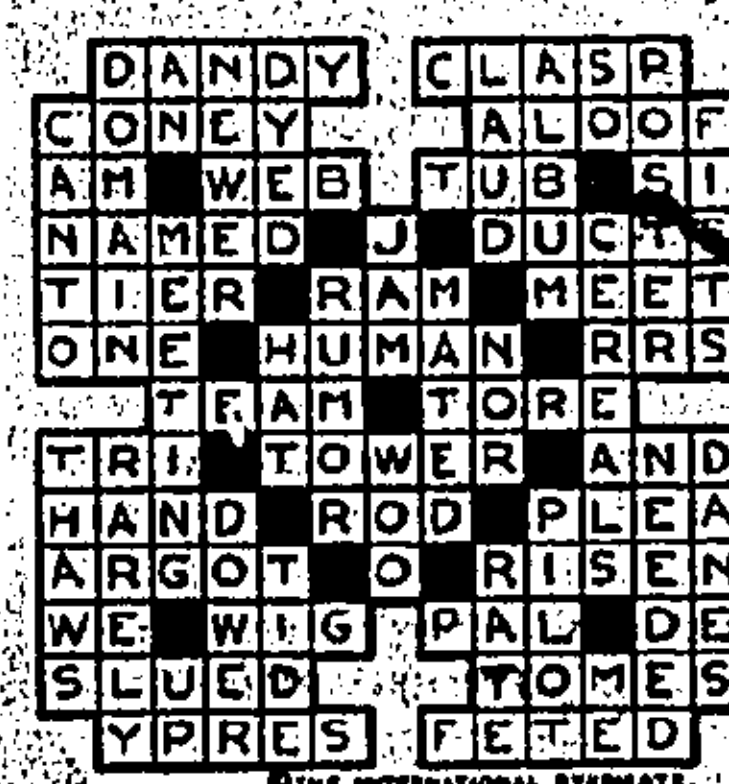
VERTICAL (Cont.)

- 17-A domain
- 18-A petty way
- 19-To provide scantily
- 20-Looks like a bag
- 21-Variant (abbr.)
- 22-Democrat (abbr.)
- 23-A state of equality
- 24-A large body of water
- 25-Harvest
- 26-A flower
- 27-Feeling of extreme disgust
- 28-Being in want
- 29-To write down
- 30-Offhand
- 31-A measure of length
- 32-Enraptured
- 33-Tired
- 34-A coronet
- 35-A group of cattle
- 36-Stepped
- 37-To avoid
- 38-To boil
- 39-A bird of prey
- 40-Serviceableness

SUGGESTIONS FOR SOLVING CROSS-WORD PUZZLES
Start out by filling in the words of which you feel reasonably sure. There will give you a clue to other words crossing them, and they in turn will still others. A letter belongs in each white space, words starting at the numbered squares and running either horizontally or vertically as both.

(The solution of the above cross-word puzzle will appear in Tuesday's issue along with a new cross-word puzzle.)

YESTERDAY'S SOLUTION.



IRON-FACED ROADS.

EFFORTS TO SOLVE GRAVE PROBLEM.

This large increase in wages, made at the same time as selling prices were reduced and cost of materials had gone up, is a renewed prima facie example of the advantage of high wages, when they succeed and depend upon corresponding increase of production. This, however, is not the only respect in which the policy of motor manufacturers illustrates in practice what often are not much more than pious opinions. The men, for example, were given their full share of the profits gained by increased production, but the employers did not pocket the balance. On the contrary, they handed on the bulk of it to the consumer in the form of the reductions of price.

RESOURCEFUL.

An Automobile Association Road Patrol saw a motor cyclist with a pillion rider crossing a narrow bridge. The driver apparently lost control, and struck the side of the bridge. The rear of the machine tilted up and flung the pillion passenger over the bridge.

Knowing that there was a fall of nearly 20 feet, and that the stream below had a bed of rocks, the A.A. Patrol rushed to the scene, jumped from the bridge, and went to the assistance of the passenger, who was lying at the bottom of the stream, face downwards, and seriously injured.

The A.A. Patrol called for a doctor and an ambulance, rendered first-aid, and assisted in making the injured lady comfortable in the ambulance for the journey to the hospital.

Heavy iron plates, as thick as those used to build battleship hulls, are now being laid down in France as a test to see whether iron will help to solve one of the gravest internal problems—the keeping of paved roads in condition under the strain of the growing motor traffic. The plates are riveted to a concrete base, and the plan is favoured by the General Staff of the French Army, because the plates would form a valuable reserve of iron in case of war. Secondary roads, could be stripped of their iron, and the concrete base would still remain to carry transport. The iron roads are said to be as near wear-proof as possible, but they have the disadvantage of growing uncomfortably hot under the sun.

FOR SALE.

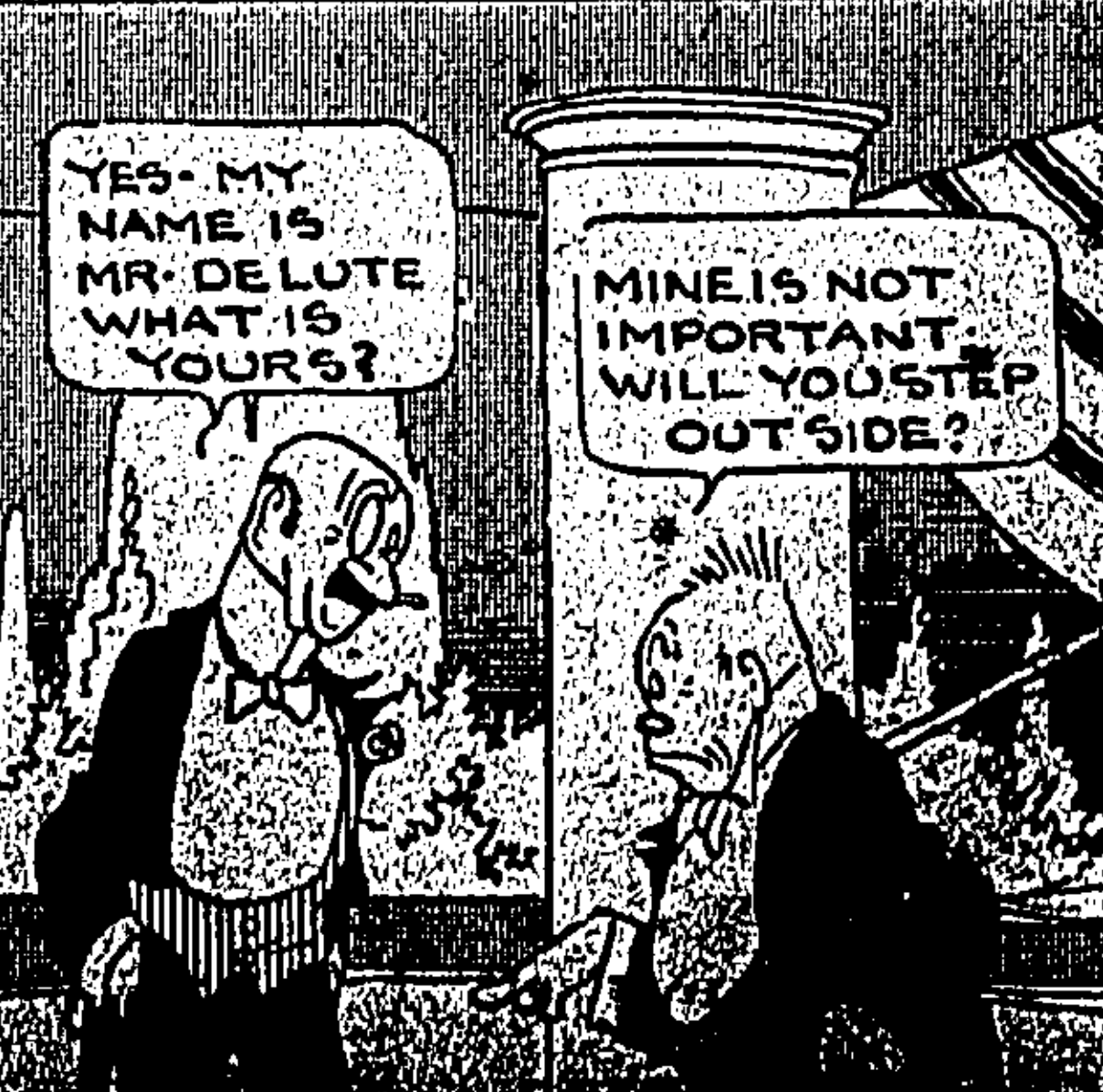
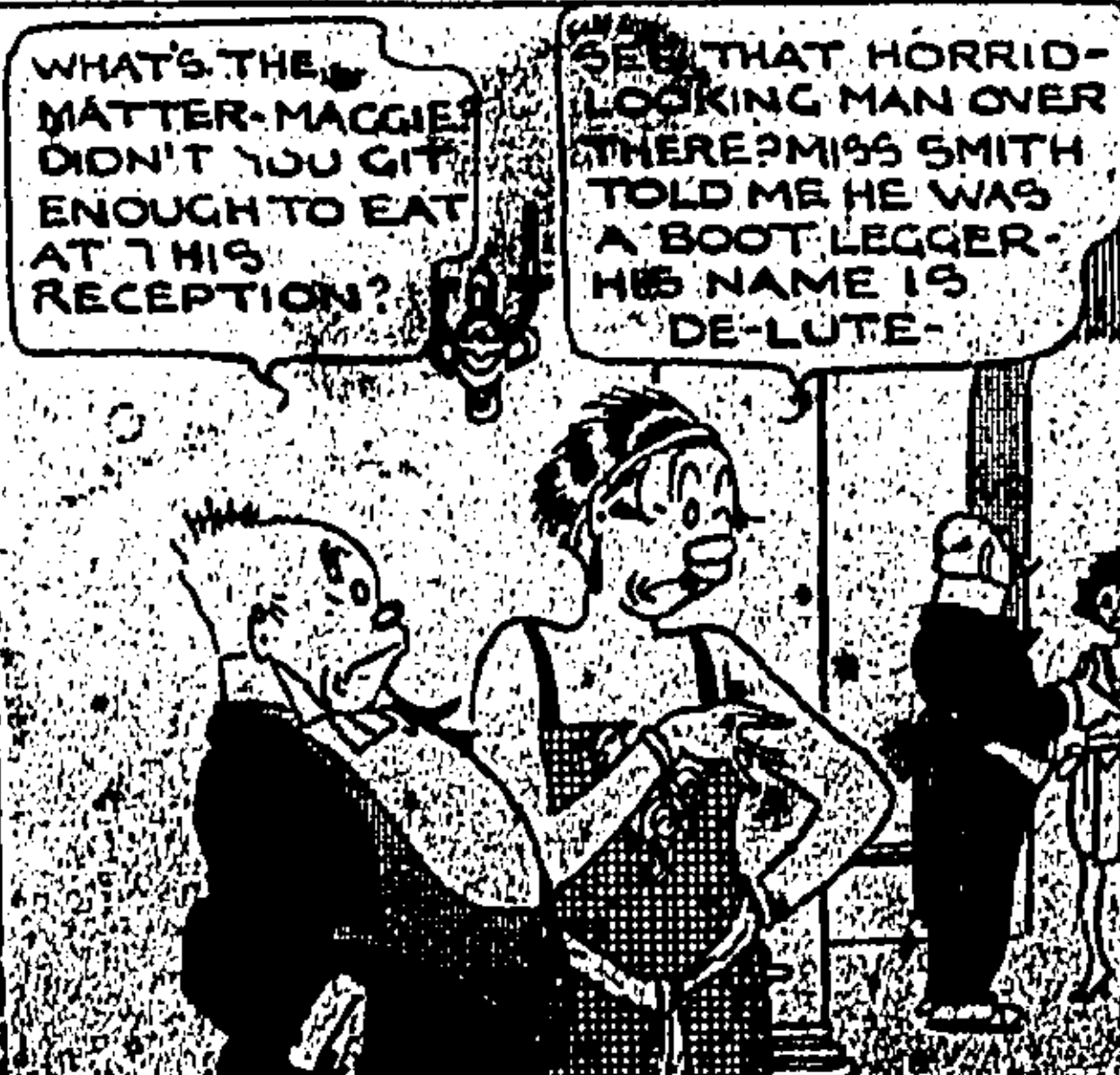
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FLYING DAY BY DAY.

NEW TERROR.

NOVEL ADVENTURES FOR
SIR ALAN COBBHAM.
COMPANIES AT VARIANCE.

Mr. T. Stanhope Sprigg, Editor of "Airways" writes to the "Singapore Free Press":—

At the time of writing one of the principal topics of conversation among airmen is Sir Alan Cobham's great 20,000 miles' trip round the African Continent. Somehow the project seems to have attracted public attention to a degree few outsiders could have expected. At the moment a kind of Rider Haggard air of adventure seems to hang its glamour over the enterprise. Nobody expects, perhaps, that our greatest and busiest protagonist of commercial aviation will discover diamond mountains, inexhaustible mines of radium or numberless streams agitter with gold, but most of us do regard it as a very sensible and noteworthy effort to open up air transport throughout Africa on reasonable and practical lines. And naturally we hope all the big men in the districts traversed will co-operate.

During the last few days I have had several long conversations with Sir Alan about this, his fourth, great trans-ocean flight. We live at such a pace nowadays that probably we can hardly expect the public to remember that in 1924-5 he went by air to Rangoon and back, that the following year he flew to Capetown and back, and that in July-October, 1926, he piloted a machine to Australia and back. But all of us in the world of aviation are proud of his record, and I, like many others, said to him quite openly the other afternoon "Well, this is to be the biggest thing you've ever done." He looked away for a moment, and you could see he was thinking out the suggestion in that curious Scottish way he has when aviation, the thing dearest in his heart, is touched. "I do believe it will be," he said, "and there was the genuine belief of a really great man in his accents."

New Air Routes.

People who do not understand the funny fussy little ways of our own Air Ministry should not underestimate the significance of their loan to Sir Alan Cobham of that new Short "Singapore" flying-boat driven by two 700 h.p. Rolls Royce "Condor" engines. The Ministry does not easily suffer fools—at all events, outside its own ranks. Their methods of refusal to help may be always urbane but they are also effective. And I don't blame them.

The main object of the flight is, of course, to survey the various possible air routes between England and all parts of Africa, but other considerations now seem at the eleventh hour to be intervening. True, Sir Alan is trying no stunts of any kind, and more than two-thirds of his time will be occupied in writing reports as to the feasibility of particular air routes and air stations but there are other things that also clamour for his notice—the behaviour of his machine in high tropical altitudes over African lakes and rivers, and the like. Indeed it looks before the trip is over that the Air Ministry will get a lot of useful data for nothing.

Cutting Fares.

Nobody I fancy was very surprised to hear that a sharp fare cutting war between the companies using Croydon as an air port had suddenly broken out. To most folks, the conflict was only a question of time, and probably the news that the French Air Union have introduced a second class single ticket from London to Paris, or vice versa, at £3 10s. and that Imperial Airways have responded with a second class fare at £3 15s. is only the first shot in this new aerial battle. May it not prove a case of "thus bad begins, but worse remains behind." Personally, I say "give me competition every day." There is life in that—there is health in it. There is room for genuine expansion.

As a friend in the air world has pointed out, some things could not be left where they were directly a summer rush to the Continent had ended. The bitterest war was a little unpalatable from the fact that the British Airlines of the great Channel route had been the only ones over the Continent to be seriously challenged. We can be so sure of ourselves that not only a new fleet of French aeroplanes, but also the British fleet, has been placed in the London-Paris route, and now the French Government has added to the fleet a twenty-airplane "Potez" biplane, but the Dutch "KLM" company is also building

new machines on this service. On the top of this we have got the French companies making drastic cuts in freight rates and Imperial Airways, trying a pre-emptive bid with a special freight service with a promise of improved facilities. Meanwhile we are warned by experts that "France and Germany continue to increase their influence in the air all over Europe and North Africa. The German Air Line Luft Hansa send aeroplanes daily into England, Holland, France, Denmark, Sweden, Russia, Austria, and Switzerland. Great Britain has already allowed Germany to operate the London-Ams-terdam route on which it was once supreme, and the only British lines now in function are London-Paris, London-Cologne, and Southampton-Guernsey and a British route between Cairo and Basra."

Where is M. Schneider?

Many of my fellow members of the Royal Aero Club heard with something like a shock while in Venice the other day the rumour that M. Schneider, the donor of the famous trophy in 1913, is now living in great poverty in a small cottage in the South of France. Like other folks I, of course, at one time thought he must be dead or enshrouded in mystery has been his career since the Great War.

At one time he was connected with the great French armament firm bearing his name, and, as a



Young Frank C. Bell, of Los Angeles, has been awarded a boy Scout merit badge for the invention and design of this new type of pusher plane, model, which outclassed all others in a junior aviation meet. He spent six months during his spare time in perfecting his invention.

man who knew him has stated, in print, "He must have been an extraordinarily wealthy man at one time. It was rumoured in Venice among those who had gathered to watch the race that Schneider was in an extremely bad way, but he seems to have kept remarkably quiet about it, for no one seemed to know any details or even exactly where in the South of France the cottage was."

"He must at one time have been a millionaire, but he was always very generous and must have given away a small fortune. In addition since the war most armament firms have been anything but prosperous, and I imagine that he must have suffered some diminution of income."

Still, there is a profound difference between "great poverty" and "some diminution of income," and I hope some of the authoritative will take care now to hunt out the real facts. We owe M. Schneider much to take his plight in so light-hearted a fashion as this! Why shouldn't the Royal Aero Club move in the matter? I see that Commander Perrin, its secretary, told a press representative—"I had heard he was living in comparative poverty, but I have not been able to confirm the rumour, nor have I found anybody who could give me definite information. He seems to have faded out of the world of aeronautics completely. There are those who appear to have thought he was dead, but I know he was still alive when we discussed in Rome the arrangements for the race at Venice. Whether he is in an extreme state of poverty I really can't say, but I have found it impossible to get very much information about him."

Since then I have heard that M. Schneider, whatever may have been the cause of his misfortune, had in fact been in Venice for the Schneider Trophy race but was prevented at the last moment by apoplexy.

And Walter Wood, a French aviator, has been added to the list of those who have been

AIRMAN MYSTERY.

CAPT. I. HAMILTON NOT
"OFFICIALLY DEAD."

THE OCEAN WIDE!

London, Nov. 8. The President, Lord Merrivale, in the Probate Division yesterday declined to presume the death of Captain Leslie Hamilton, who with Lieut.-Colonel F. F. Minchin and Princess Lowenstein-Wertheim, left Upavon on an attempt to cross the Atlantic in August and disappeared.

"The ocean is wide," said Lord Merrivale, "and there are many contingencies which may arise." The matter came before the court as an application by Captain Hamilton's wife.

Mr. C. E. Rochford, for Mrs. Hamilton, said that Captain Hamilton, in Company with others, left Upavon Aerodrome at 7.30 a.m. on August 31 with the intention of flying across the Atlantic to Ottawa, Canada.

It was said that the aeroplane was seen flying over Galway, and at 9.40 a.m. it was seen over the Atlantic. Although the widest publicity had been given to the event nothing had since been seen or heard of the aeroplane or its occupants.

Lord Merrivale said that the flight was only ten weeks ago, in those circumstances he thought that the application ought to stand over until next term.

English origin have been writing to the Press about their experiences. Most of us, it is true, would not mind if they confined themselves to the facts about their trips. These might be interesting, if not particularly valuable. It is when they come to describe actual passengers in the air whom they are paid to serve that we rub our eyes and wonder whether we ought really to welcome this new kind of James Yellowplush. It might be like Bernard Shaw or J. M. Barrie, but really we are old stagers in air travel only like what one aerial waiter describes—"a few weary-looking men."

This bold scribe, however, does not scruple to paint a most lurid picture of a typical air trip—"At the first revolution of the propeller the chatter ceases. The hum of the engine develops into a muffled roar. Lips become firmly compressed. Hand grips hand or clutches the arm of the seat. We move. We skip along the ground with gathering speed in a kind of hopping progression. Legs are rigidly stretched. Clenched teeth display the outline of jawbone or cheekbone through the skin. There is not a sound save a sharp word now and again from the party of regulars who are settling themselves down to a game of cards in the corner."

He then proceeds—"The plane now takes the air. There is a sideways rolling—much like a ship at sea—long and smooth. Each of the new passengers becomes a separate problem. One looks out and gives a frightened sob, and either closes his eyes or looks wildly around. Another, looking down, seems entranced, and a look of frozen horror crosses his face and he is unable to move. The lips of an elderly grey-haired woman seem to mutter a prayer. A young fashionably-dressed girl grips both arms of her chair and from time to time utters moans or shrill shrieks. A portly, rubicund gentleman sinks slowly to the floor—and stays there."

Really what nonsense about flying finds its way sometimes into some quite intelligent newspapers! Testing Engines.

How many people pause to reflect on the terrific tests to which modern aeroplanes are subjected in the workshops? I am driven to ask this question by the fact that an officially observed non-stop run of 100 hours has recently been completed with a Jupiter engine of British design constructed under licence in Italy by the firm of Nicola Romeo and Company. This engine was selected by the Italian Royal Aviation Service for the test from a group of production engines. The petrol used was the aviation type of 710 density and castor oil was used of .95 density at 16 degrees.

Before the engine was placed upon the test bed for the hundred hours test it had carried out the ordinary tests called for in Italy. It ran five continuous hours at 420 h.p. the first hour was run at 420 h.p. and the remaining four hours at 380 h.p. at 1,640 r.p.m. The engine was then dismounted and inspected, and after remounting carried out an acceptance test of half an hour at 420 h.p. at 1,700 r.p.m. During the whole period of 100 hours the running was entirely normal, and everything went perfectly. The engine was then dismantled for inspection as to the condition of wear of the various parts, and everything was found to be in perfect condition. It should be added that the whole test was carried out under the control of the technical experts of the Italian Royal Air Service, and figures were recorded every fifteen minutes.

NEARLY FINISHED.

FIRST LINER OF THE
AIR.

INTERESTING NARRATIVE.

The first real air liner of the world is approaching the day of her launching. She lies now—already a wonder ship, and far nearer completion than was generally known—in a great iron hangar on the Howdenshire flats, says a writer in the "Daily Express."

I saw the air mammoth under the guidance of Commander C. D. Burney, M.P. whose scheme for airship construction was accepted by the Government.

Three hundred men and fifty girls are engaged in building the ship. Between them they bring a weekly wage bill of more than £1,000 to this lonely corner of Yorkshire. The greater number of the craftsmen have been trained by the Government. The girls, too, had to be taught their work, and yet this works complement of 350 have built nearly twice as fast as the 700 yard at Cardington, near Bedford. The Howden airship, R. 100, as she is already named, will also cost the Government less than half the Cardington ship. Her contract price is £350,000.

Measurements.

Here are some interesting figures which give an idea of the mammoth size of the Howden ship. Length 709 feet, height 180 feet, displacement 155 tons, passenger accommodation 100, crew 35, fuel capacity 30 tons, engines, six of 700 horse-power each, maximum speed 81 miles an hour, cruising speed 75 miles an hour.

She will have sufficient fuel in her tanks for a journey at moderate speed of 5,000 miles.

As she lies the hull of the air liner is all but complete. Engineers are adding her stream-lined tail and her rounded nose, and then, from bow to stern, the hull will be ready for the rigging of the fifteen balloons which will lift the ship and the covering of her outer skin. More than four and a half acres of this covering fabric, which girls are now preparing, will be used.

An extraordinary impression of immensity is given by the air liner as she stretches her bulk the length of the shed, but to see her at the best you must climb, as I did with Commander Burney, to a dizzy cat-walk 150 feet above ground and look down on the ship. Then she is beautiful as well as immense.

"We have employed a form of tubular girder construction," said Commander Burney, "which follows the same principles as the Forth Bridge. Our strength is more than double the maximum strength figure given by the Government Airship Panel. This ship is entirely different from the type of construction used in the Zeppelin ships."

Every scrap of metal used in the hull framework is duralumin. It comes to Howden from Birmingham in sheets, and here in the engineering shops it is turned into hollowed tubes and stamped into lattices. They are building the engine-rooms—there will be three of them, two engines apiece—and the passenger cabins on the ground alongside the main ship, where the riggers and fitters scramble to breathless pinnacle points among the girders. The cabins, once finished, with their little observation balconies and promenade decks, will be raised into the ship and made secure.

We went over the passenger accommodation and the quarters for the crew. There are three tiers of living-rooms in the ship.

I was shown the deck floors made out of specially light wood which has been polished for dancing. "We intend to have dances aboard," said Commander Burney.

The third tier is a reading lounge with other sleeping cabins, each as large as the average cabin on board a Channel steamer. A main stairway connects the three storeys of accommodation, and there is a service lift for carrying food and drink up and down from the central kitchen. Cooking, heating and lighting will be by electricity generated by two dynamos in the engine cars.

Allowance has been made in the baggage room of the air liner for each passenger to take 112 lbs. of luggage, and in addition ten tons of mails can be carried.

"Questions have been raised," said Commander Burney, "whether these airships have real commercial possibilities. They have. They could be made to pay handsomely on the North Atlantic route. On any other route an airship service would require a Government subsidy. Between the United States and England there are always travellers who will pay for a quick journey."

"I estimate that we should have to charge £120 a berth for the Atlantic service. With passengers and mails an airship service to America would earn dividends. We have gone carefully into finances. A company with a capital of between five and six millions could operate a trans-Atlantic airship service and make a million pounds a year."

AIR SUPREMACY.

U.S. MUST WORK HARD TO
KEEP UP.

PUSHING AHEAD.

Paris, December 7. While America has cornered all the glory of trans-Atlantic flying and has the speediest plane, Europe has not slept.

Major Lester D. Gardner, who has just returned to Paris from Rome where he attended the International Aviation Congress as official representative of the U.S. Department of Commerce, watching Europe quietly at work in her aircraft factories, has seen:

Italy building a 12-motored plane to carry 100 soldiers.

Germany building a giant Zeppelin which carries no fuel but burns the gas which fills its bags.

Britain making aeroplanes so safe that anyone can learn to fly within an hour.

France building a "hush-hush" monoplane with everything, engines, fuel, mail, passengers carried inside its wings.

"America will have to work fast to maintain its supremacy in the air," was the conclusion of Major Gardner.

"But I have confidence in America; the public is becoming air-minded. Lindbergh waked up the country, cities are building airports and the Federal government is mapping and lighting airways."

Major Gardner is one of a very few people who have peeped behind the scenes of the Zeppelin factory at Friedrichshafen, on the Lake of Constance, and seen the newest of Dr. Hugo Eckner's dirigibles. It need carry no gasoline, its engines burning the gas from the bag.

This will give it four times the cruising range of the oil-burning type of airship. Next spring, Dr. Eckner expects to fly from Berlin to Los Angeles without a stop.

Italy's monster seaplane is being built in secret in Switzerland and Major Gardner believes that in case of war it will be Italy's most valuable weapon in protecting her sphere of influence in the Mediterranean.

The plane's twelve engines would hum smoothly although carrying one hundred armed men.

"Perhaps the greatest advance in making flying safe is the British invention of the safety slot," Major Gardner declared.

"In a plane fitted with this device we climbed to 1800 feet and there put the plane into a stalling position. Ordinarily we should have fallen into a tail-spin and crashed. But we merely dropped 1200 feet under full control and without the least danger and then made a flat turn in a complete circle."

"I was the first American permitted to fly in this new plane, and I am convinced that every modern plane will be fitted with this new automatic slot within five years. That will take all the fear out of flying for even a fool-pilot cannot crash when a plane in a tailspin."

"Last year I flew 21,000 miles over every airline in Europe, and the Alps to Berlin in nine hours, and from Berlin to London in seven, a trip by train of 64 hours."

"Last year every country was jealously guarding its air rights. This year I find them opening their skies to friendly nations reciprocally; and by next year, when Sunday and night flying will be regularly established, Europe will at last have a complete aerial transport system."—Ralph Heinzen, "United Press" Corr.

AIR CO-OPERATION.

FLYING WILL PROMOTE
GOOD WILL.

Washington, Nov. 18. Greater sympathy and spirit of co-operation between North and South America will be brought about through establishment of a system of aerial communication.

Representative Henry W. Watson, member of the House Ways and Means Committee, told President Coolidge as a result of the trip through Latin America from which he has just returned.

Watson urged the President to consider the wisdom of aiding financially in this scheme. It is understood that both the President and Commerce Secretary Herbert Hoover look with favour upon the Watson idea, which contemplates establishment of a postal air service between New York and Valparaiso, Chile, across the Andes to Buenos Aires and thence to Rio de Janeiro.

"This project should be financed in part by the United States Congress," Representative Watson told the United Press after his interview with the President.

"Air postal service will be of great value towards the improvement of commercial relations between North and South America. Quick communications make quick sales; quick sales mean prosperity. South America has great future, and the United States should link itself with that future."—United Press.



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A UNIQUE SHIP.

NEW GIANT AIRCRAFT
CARRIER FOR AMERICA.

Washington, Nov. 15.

The huge electrically-driven American aircraft-carrier "Saratoga" is to be commissioned to-day at the shipyard at New Jersey, where the keel was laid late in 1920. She will carry eighty-three aeroplanes and have a crew of 1,365 enlisted men, exclusive of 450 aviation ratings.

"The 'Saratoga' is the largest ship of her type in the world, besides being the most remarkable to look at. She was authorised with her sister, the 'Lexington,' as far back as 1916 as a battle cruiser."

Built by the New York Shipbuilding Company, the "Saratoga" was launched over two years ago, and is now a ship of some 33,000 tons as compared with the 23,000 tons of the British aircraft-carrier "Furious." She is armed with eight 8-inch guns, has four torpedo tubes, and can steam at 33½ knots. The original battle cruiser design provided for no less than seven funnels. These have been combined into one enormous smokestack, placed upon the starboard side.

The flush flying deck runs the whole length of the ship and is about 870 ft. long. A catapult is fitted for launching aircraft.

EMPTY PLANE FLIES ON.

Two Leaps: One Fatal.

East Grinstead, Nov. 10.

After the two occupants had leapt from an R.A.F. plane, the pilot being killed, near East Grinstead, this evening, the empty plane flew on and up to a late hour it had not been located.

It is stated to have crashed, but how far away has not yet been discovered.

The aeroplane, a Bristol fighter, was from the R.A.F. depot at East Grinstead. Suddenly some trouble occurred, yet known, and the pilot and observer, who were out with their parachutes, were lost sight of.

Apparently the parachute of the pilot, Flight-Lieutenant Mackenzie Richards, failed to act, for he dropped like a stone, and was killed. The observer, Harry Norman Green, landed safely in a field. The plane sailed on out of sight. The aeroplane was not of the "even keel" type, and its crashing was only a matter of short time. The falling light, however, added to the difficulty of locating it.

FLYING "BLUES"?

AIR SQUADRON BEING
FORMED.

Some months ago, when an aviator visited Oxford to give the citizens the opportunity of experiencing the thrills of the air, undergraduates were forbidden to take flights in his aeroplane, and the Froctors were busy preventing members of the University from entering the field where the aviator began his trips. There is now every possibility of undergraduates being awarded Blues for flying, under the command of Wing-Commander Humphrey Ralke, sub-Rector of Exeter College. An Oxford University Air Squadron is being formed with seventy-five pilots and four aeroplanes. This has followed the decision of the University authorities to permit undergraduates to take up flying during term time, but only with the written consent of a man's parents and the head of his college. The air squadron has been in unofficial existence for two years, and there are aeroplanes engines at the squadron's headquarters in Holywell, Oxford, where training has been carried on. The new machines will be kept at the Royal Air Force station at Upper Bayford, and their equipment will include parachutes.

The largest and most powerful passenger air liner in the world is shortly to be tested at the Air Ministry's experimental station at Martlesham Heath (Suffolk). The machine is an all-metal cantilever monoplane with a wing span of 140 feet, and has three big air screws driven by independent Rolls-Royce engines, developing a total of 2,100 horse-power. Its weight when fully loaded is nearly 20 tons, and it has a weight lifting capacity equal to 30 passengers. The plane was constructed in Scotland, but as there was no aerodrome there big enough for its trial flights it had to be transported in sections to Martlesham Heath for re-election and testing.

HONGKONG HEIGHTS

For the information of visitors the following list of some of the highest points on the island and Mainland is published—

| | Feet. |
|----------------------|-------|
| Victoria Peak | 1828 |
| Signal Station | 1774 |
| Mr. Parker | 1734 |
| Mountain Lodge | 1725 |
| The Eyrle | 1725 |
| Peak Hotel | 1805 |
| Parko-Sanatorium | 1000 |
| Day's | |
| Green Rd. (Hillside) | |
| Mainland | |
| Shimshu | 1124 |
| Kowloon Peak | 971 |

WONDERFUL CLOCK.

17 YEARS OF HARD
LABOUR.
SPOTLED BY WAR.

A remarkable astronomical clock that accurately indicates nearly every time element used by the astronomer has been constructed by Herr John Ueberbacher, an Austrian residing at Brixen, in the Tyrol. This clock was completed only after 17 long years of painstaking labour. Its design and construction demanded not only the skill of a first-class mechanic, but the learning of an astronomer. The builder, after all his years of patient effort, had counted on displaying the clock to a German University, but the War, with its financial consequences, ruled out this possibility, so that clock remains in the hands of its patient maker.

This clock consists of five principal parts, one being fixed on the top of the case, the other four consisting of various dials, being on its four faces.

The armillary sphere on the top of the clock shows the constellations of stars in their yearly, daily, and even their hourly motions. It is equipped with a meridian circle, while a silver ring on the celestial globe represents the zodiac, and is divided into the equal halves by the ecliptic. The globe, showing the constellations and the stars up to the fourth magnitude, moves between the meridian and the horizon, turning according to sidereal time. The sun, the moon, and the planets Mercury, Venus, Mars, and Jupiter turn outside of this globe in the apparent revolution of the planets, as we see it every day. The whole is moved by clock-work.

The face shows a 12-hour dial with the equation of solar time. Below it is an astronomical dial on which the degrees, the zodiac, the 12 months, the monthly length of the days, the four seasons, the age of the moon and her phases and eclipses are indicated.

Another face shows the 24-hour dial. A small dial below it shows the ruling planet, on the right are the ordinary and the leap years. Beneath these is the chronological dial with five hands. These hands show the golden number, the epochs, the solar circle, the Sunday letter, and the Roman indication. Thus this is a perpetual calendar for finding the movable holidays. The hands change their points at midnight of New Year's Eve.

Yet another dial has 24 hourly divisions. From a sector the "sun" turns in 24 hours in such way that its rising and setting harmonise through corresponding shifts on both sides.

Underneath is the planetary system of Copernicus. Mercury revolves around the sun in 87 days 16 hours 41 minutes, 25 seconds; Venus in 224 days 16 hours 41 minutes 25 seconds, the earth in 365 days 48 minutes 46 seconds; Mars in 686 days 22 hours 15 minutes; and Jupiter in 4,330 days 9 hours.

Finally, another section of the clock shows at the top the polytopic dial from which the exact time of each of the five continents may be instantly read off. A plate with the 24 hours turns in 24 hours within a circular ring on which the 360 degrees and the principal places of all the continents are engraved. Below on the left is a small dial with self-regulating date. The hand leaps automatically from the 30th to the 1st of each month, and in February of the ordinary year from the 28th and in a leap-year from the 29th to the 1st of March. On a small dial alongside the week days may be seen.

The lower dial contains the 12 months, the four seasons, and the number of the year, changing into the following year during the night of New Year's Eve. In the same way, the month hand leaps during the night at the end of the month into the next month, and the hand of the four seasons changes precisely at the hour of the passing from the one season to the other.

All the works of this remarkable clock are driven by two springs, one of them serving as a spare in case the other breaks. The clock runs eight days; it has, therefore, to be wound up every week. It moves on pivots and has a compensation pendulum. The total height from the bottom of the little box to the meridian is about 5 ft. The width is about 7 in. The globe on top has a diameter of 2 1/4 in. Inside it is the clock-work which drives the planets which revolve outside. In all 40 wheels and springs are in constant motion.

Since the proportions of this clock are so small, the building of the intricate mechanism necessitated an enormously difficult task. This task required great patience, skill, and scrupulously accurate mathematical and astronomical calculations.

It took 17 years of incessant toil to accomplish this work!

ROYAL ENGAGEMENT

COMING TIE BETWEEN ITALY
AND BELGIUM.

Turin, Dec. 22.

A persistent report is current again that the engagement of Crown Prince Umberto of Italy and Princess Marie of Belgium is impending. The "Gazzetta del Popolo," in correspondence from Rome, says that the engagement will be announced in April after the prince returns from Holland and that the marriage will follow not long afterward in Turin.

OLD BRIDGE LAWS.

MAJORITY CALLING
REJECTED.
PORTLANDS DECISION.

London, Nov. 8.

At a special meeting of delegates yesterday at the Portland Club—the autocrat of the bridge world—majority calling was turned down officially.

Instead, the older style of auction bridge calling by value of suits is to be the recognised practice.

A kind of cabinet council of card experts authorised the announcement against majority calling after a secret session lasting for more than two hours.

Representatives from the following clubs attended:—Turk, National Liberal, Bath, Carlton, White's, Almack's, Baldwin's, Conservative, Devonshire, and St. Stephen's, in addition to the card committee of the Portland Club—the parliament of card players.

A report was given to the conference of the canvass taken of all the chief London and provincial clubs on the question of bridge laws revision. This report revealed the unpleasant fact that there was a majority of eight clubs in favour of the new calling. For a time the cause of the die-hards seemed lost, but ingenuity eventually came to their aid. It was found that a re-perusal of the voting at the different clubs showed that 243 more people had voted against majority calling than for it.

Vote Ignored.

The vote of the clubs as units was therefore ignored, and the conference passed the following unanimous resolution as an offset to the fact that practically every one is now playing majority calling anyway:—

"We do not consider that there is any general desire for the adoption of majority calling in place of value calling. The conference further decides to return to value calling in the revised laws of auction bridge."

One concession, however, was given to the confirmed majority calling advocates. It was agreed that an addendum should be added to the new laws of auction bridge permitting majority calling if there was a desire for that method of play among four players sitting round a card table.

Honours are to be scored in the old way of ascending values. The decimal system of counting honours is to be forbidden altogether. Another point decided was this: Clubs which have adopted majority calling should continue it until Saturday, but after that value calling will be operative in all clubs which recognise the authority of the Portland Club.

CHARLES DICKENS.

INTERESTED HIMSELF IN
MACHINERY.

As a newspaper editor Charles Dickens became greatly interested in development of machinery to aid the farmer.

It was this item, from the London "Daily News," September 30, 1851, when the novelist was editor, which inspired him to encourage mechanical progress every way possible.

"The Marquis of Tweeddale has at length succeeded in bringing to a great degree of perfection a steam plough, with which some interesting experiments have just been made."

BERLIN SOCIETY.

YEARS BRING MANY
CHANGES.
NO SOCIETY GOSSIP.

Society life in Berlin, as it flourished under the Hohenzollern regime, exists no more. With the advent of the republic, November, 1918, the Junker class retired to their country castles, whence they only made sporadic reappearances in the capital, whose socialistic administration they hated and despised, while the old court set of titled generals and admirals added the word "retired" on their visiting cards and put their gold braided uniforms into moth sheets, only to reappear before the public gaze at some semi-military function. And the German public is as fond of gold braid and brass hats as any other public, only more so.

Meanwhile, the Ex-Kaiser's former intimates who happen to be in town occasionally get together to exchange the latest gossip about Doorn without the event being reported in the newspapers. German newspapers carry no society gossip columns, and news of the doings of the former aristocratic set is scarce.

There are three or four prominent monarchistic families in Berlin whose salons are the recognised meeting places for princes of the royal blood. Dinner parties are given here regularly on the Ex-Kaiser's birthday, when the host rises on the stroke of midnight to propose the health of the War Lord of Doorn. This was on one occasion a source of considerable embarrassment to some chiefs of foreign missions who happened to be among the invited guests, and who doubted the propriety of toasting the exiled Kaiser while they were accredited to the republic.

Incidentally, the affair caused friction between the host and his son who was in the republic's diplomatic service and who pointed out to his parent that he might as well say goodbye to his career if these entertainments went beyond the strictest privacy. The father took the hint, and these parties have since been restricted to those whose loyalty and devotion to the monarchy are beyond question.

OLD FOES.

MAY GATHER WITH GOLDEN
FLEECE.

Will Premier Poincaré, France's War President meet Ex-Emperor William the Second of Germany? The announcement from Madrid that King Alfonso will preside at Barcelona in 1929, a congress of the Knights of the Order of the Golden Fleece, has brought the matter before the French public.

All the reigning sovereigns and heads of the large European democracies are members of the order. A special clause says "that sovereigns who have abdicated or retired" must also be convoked. This would cause the King of Spain to issue invitation to both former Presidents Poincaré and Loubet of France and Ex-Kaiser William of Germany.

These congresses are few and far between. The last one was held under the presidency of Emperor Charles-Quint during the 16th Century, after his abdication.

It was upon this occasion that the "abdicated sovereigns" clause was inserted into the rules of the order.

'UNSEEN QUANTITY'

SAFETY OF ELECTRICAL
APPLIANCES.
THE HOUSEHOLD IRON.

In the course of an address on electrical installations to members of the Electrical Federation of Queensland Mr. J. Grier, (Chief Electrical Engineer, Department of Public Works), referred to the numerous accidents as the result of the use of domestic electrical appliances. "Much has been said in regard to the accidents and fatalities which have occurred in Queensland during the last year," he said, "but these can be attributed to carelessness, and in some cases to faulty apparatus. The modern appliances are reasonably safe," he said, "but we have got to cater for the individual who is not reasonably careful, and this can only be done by making fool-proof appliances." He favoured the creation, by the Federal Government, of a National Laboratory, in which all parts and apparatus coming into the country would be tested, as was done in America. In referring to the use of the electric iron, the speaker stated that by the use of a three-pin plug, and a proper earthing system, this appliance was perfectly safe. Mr. J. H. Hindman (Electrical Engineer, Brisbane City Council) also referred to the subject, stating the City Council was insisting on the three-pin plug system whenever there was any element of danger. "Electricity is an unseen quantity," he said, "and familiarity breeds contempt, but if the people would only observe common-sense rules there would not be any fatalities." A case was instanced where a lady had replaced a connection in an electric iron after it had become parted, without any knowledge of the effects of her action, with the result that she received a severe shock as soon as she handled the iron. Provided all parts are sound, it was stated, and reasonable care exercised, there was no danger in the use of any electrical appliance.

MILE A MINUTE.

REGULAR FRENCH TRAIN
SPEED.

More than a mile a minute train speed is now regular schedule time for the "Sud Express" on a part of its journey from Paris to Madrid. The fast run is from Bordeaux to Dax, 92 miles, on a part of the road that has been electrified.

The train daily makes the run in an hour and twenty-nine minutes, or at the rate of 62 1/2 miles an hour.

Much higher speeds have been attained on other electrified roads in experimental runs but the Sud Express time table, recently revised, is the fastest schedule in France.

TORTOISESHELL CATS.

The tortoiseshell cat remains a genetic anomaly, although the work of Mrs. Bissbee and Miss Catherine Herdman sheds further light on the subject. Normally, tortoiseshells are females derived from a cross between yellow and black, but in rare cases a male tortoiseshell may occur. Numerous theories have been put forward to explain these and related facts. It appears that either there is a difference in the dominance of black and yellow in the two sexes or both colours are sex-linked. The authors favour the latter view, having found that all yellow cats of either sex have a few scattered black hairs—"Native."

EARTH'S ORIGIN.

FLOATING CONTINENTS ON
PLASTIC LAYER.
NO SET THEORY.

More sensational than any other hypotheses which have sought to explain the origin of the continental regions of the earth is that of the actual horizontal instability of the continental masses. It has been assumed that, at a certain depth below the earth's surface, the rocks are hot and crushed, and have so little strength that they must yield to relatively small, long-continued forces. The continents are supposed to float on this plastic layer, and to be capable of motion on it, much the same as a piece of paper stuck on to the surface of a globe with wet paste could be moved or slid. It has been assumed that there was originally one undivided land-mass, and that, under the influence of some kind of long-continued strain, this broke into various fragments which then drifted apart. Thus the outline of the west coast of Eur-Africa is rather similar to that of the east coast of the Americas; and if the latter continents could be slid across to the East, the two land-masses would nearly fit into each other. There would be a gap in there north which could be filled up by the southerly shifting of Greenland.

Australia could be made to fit into the Indian Ocean—and so on. To verify such an hypothesis we ought to have some evidence that the longitude of a place may be undergoing change (thus giving an indication of "drift"), and this has been said to be the case with respect to Greenland. Further, some competent cause leading to drift of the continents must be found. Tested with regard to the evidence for the change of longitude, and the effect of a small long-continued force in deforming the layers of the earth's body that have still to be verified. This hypothesis, known as Wegener's hypothesis, or the theory of floating continents, was originally suggested by inspection of the forms of the oceans and continents, by certain lines of geological evidence, and by the modern theory of isostasy.

We do not appear to have, at present, any established theory of the causes that have produced the distribution of continents and oceans. Such a theory will, no doubt, be made when geophysical research has progressed sufficiently.—Ex.

ON HANDWRITING.

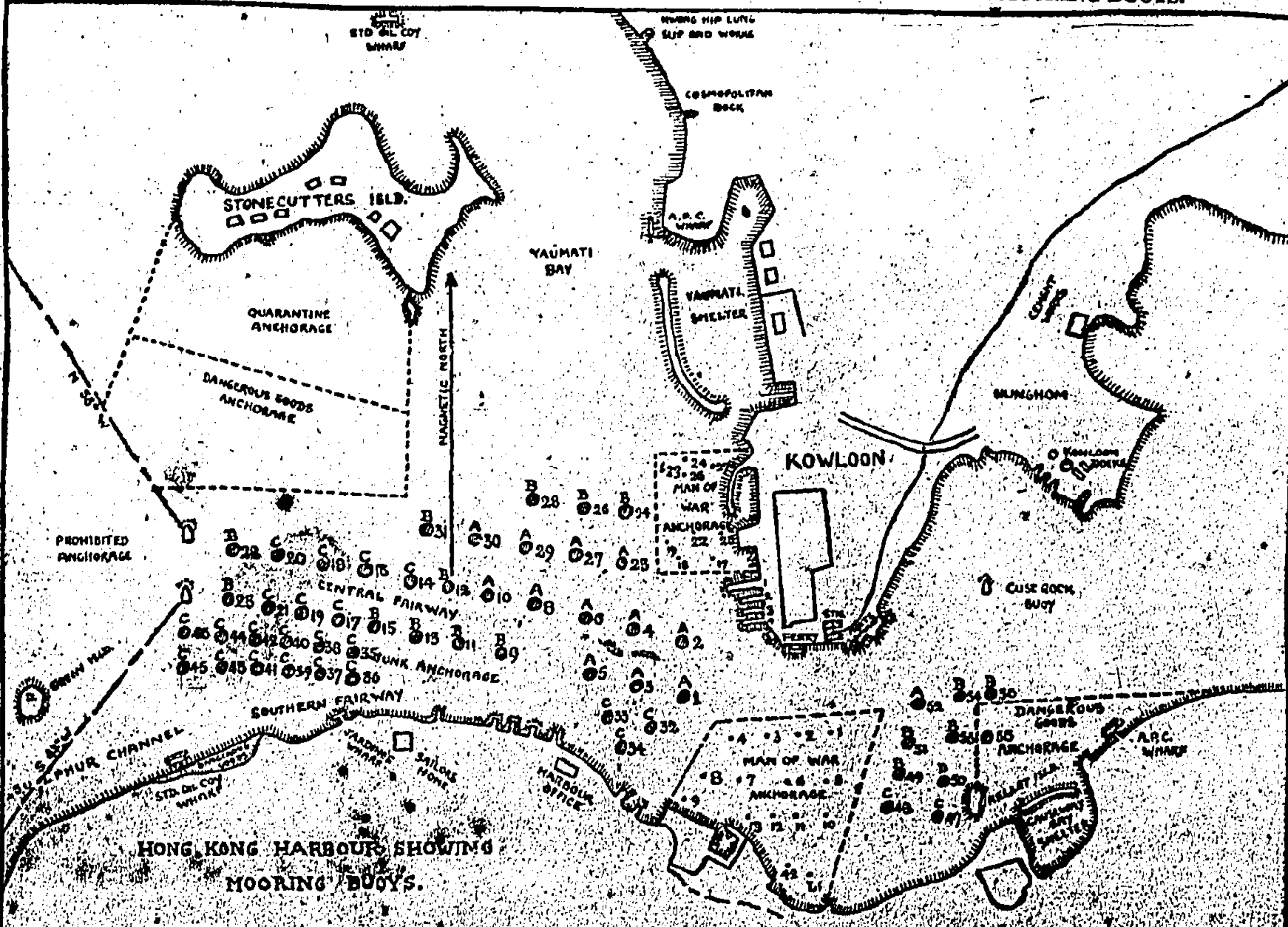
THINGS FOR FRIENDS TO
NOTICE.

You need not be a witch or a wizard to be able to read certain facts from your friends' handwriting. It is safe to say that you can tell by a glance at a letter whether the writer was in a hurry or not. If he writes a careful hand he is tidy. If a very hurried writing it is almost certain that he is busy with a thousand things. Long tails to p's, g's, t's, and y's are supposed to denote a vivid imagination. A person who feels important will take a good deal of pains over his signature; perhaps wrapping it up with many flourishes.

SUNRISE AND SUNSET.

| Date. | Sunrise. | Sunset. |
|---------|-----------|-----------|
| Dec. 31 | 7.03 a.m. | 5.49 p.m. |

WHERE TO FIND SHIPS IN HONG KONG HARBOUR—CHART OF THE PRINCIPAL MOORING BUOYS.



LOVE TRIANGLE.

GIRL SEEKS ANNULMENT OF
MARRIAGE.
P10,000 DAMAGE BILL.

Petition for the annulment of the marriage of Dorotea Cabrera to Domingo Casino, who is charged with having abducted the girl from San Pablo the night before her marriage to another man was scheduled to take place, was filed with the court of first instance, Manila, on December 22.

The petition also requests the court to have Domingo Casino pay the sum of P10,000, which was supposed to have been spent in the preparation of the girl's wedding to another man.

The story of the romantic "escape" of Dorotea Cabrera with Domingo Casino of Lucban was featured in local newspapers when it was discovered that the girl had been found in Manila. The girl was reported to have decided to run away with the boy from Lucban as the man she was about to be married to was forced upon her by her parents.

The foregoing story, however, was corrected by the girl herself in a statement given to newspaper reporters who went to see her in San Pablo. In this statement, she related how she was taken from her bedroom in her home in San Pablo by Domingo Casino and how she was brought to Manila and married without her consent.

The girl contended that she was threatened with a revolver and that the marriage was performed after the first minister called upon to officiate the ceremony had refused to solemnise the wedding. Angel del Rosario, a minister who lives at 2376 Juan Luna, Tondo, performed the ceremony after Domingo Casino had promised to pay him a good sum, the San Pablo girl stated.

The petition states that at about three o'clock in the morning of December 8, while the girl was sleeping in her bedroom in San Pablo together with two other companions, Domingo Casino of Lucban, Tayabas, forced his way into her house and threatened her with a revolver if she did not follow him. At the point of the revolver, the complaint alleges, the girl was forced into an automobile where three men were waiting and then brought to Manila to No. 10 Progreso Street, Sampaloc, where she was married. Because of this incident, the lawyer of the girl states, the wedding which was scheduled to take place in San Pablo and in which the girl was to be the bride was frustrated, entailing an expenditure of P10,000 to all parties concerned.

It is alleged in the complaint that the girl and Domingo Casino had never lived together as husband and wife. The court is enjoined to annul the marriage contract and order Domingo Casino to pay P10,000 as indemnity for the expenses occasioned by the frustrated marriage.—"Philippine Herald."

GYMNASTICS!

FEET DOWN AND HEAD
UP!

Gymnastics for the brain are earnestly recommended by the President of Princeton University, who believes we all have the making of our own minds in our own hands. He lays down these rules: (1) Those who love flowers should read botany books; those who love engines should read about engineering. (2) All of us should make ready for these patches of time which we are obliged almost at first sight to waste—when waiting for a train, or waiting for rain to cease. Have a reserve of pleasant reading to lean on then. (3) A basis of knowledge must be laid before we can think. Therefore know some facts. Cultivate a habit of making notes on the book you enjoy. Don't let other writers think for you. It is necessary for sensible folk to keep their feet on the ground and their heads in the clouds.

VALUE OF MUSIC.

Mr. Percy Brier, F.R.C.O., gave an inspiring address the other day on the Educational Value of Music. He spoke to the members of the Brisbane Women's Club and his remarks were listened to with a more than ordinary interest. Mr. Brier opened with a consideration of primary and secondary education—its nature and value to the individual, particularly emphasising the point that education involved the development of character as well as the acquisition of knowledge. As character included emotions as well as mental aspects, and music was a valuable aid in developing the higher emotions, it was therefore an essential part of the best education. Mr. Brier briefly sketched the origin and growth of music, from the primitive chants, through melody, and simple harmonies to the elaborate polyphony of modern times. He illustrated his remarks by playing characteristic examples.

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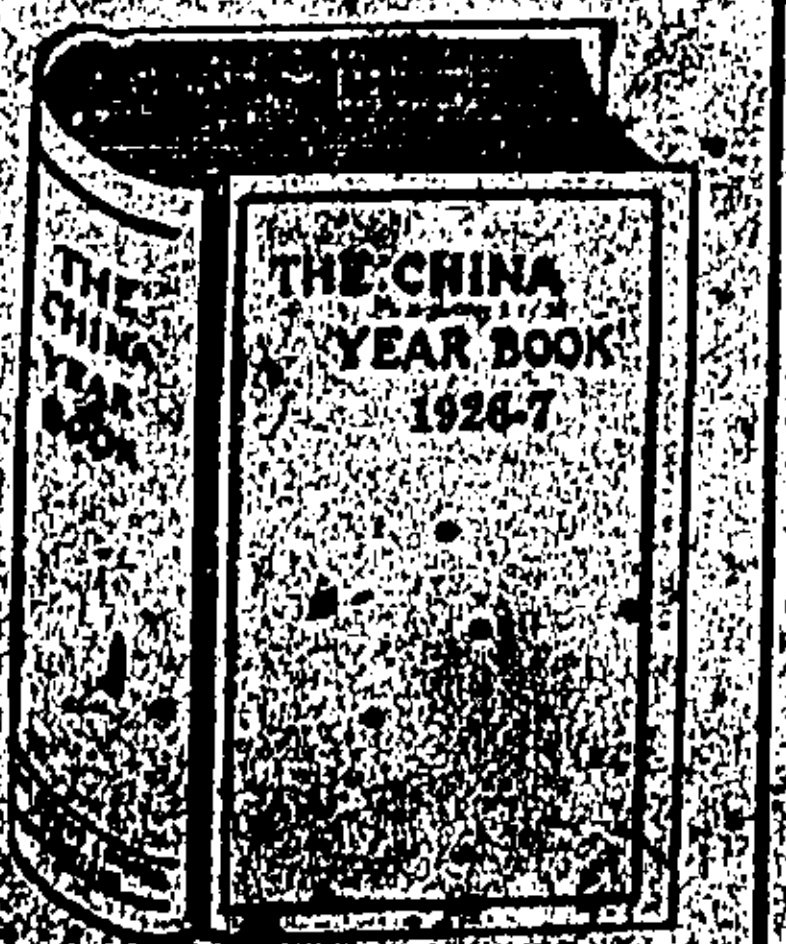
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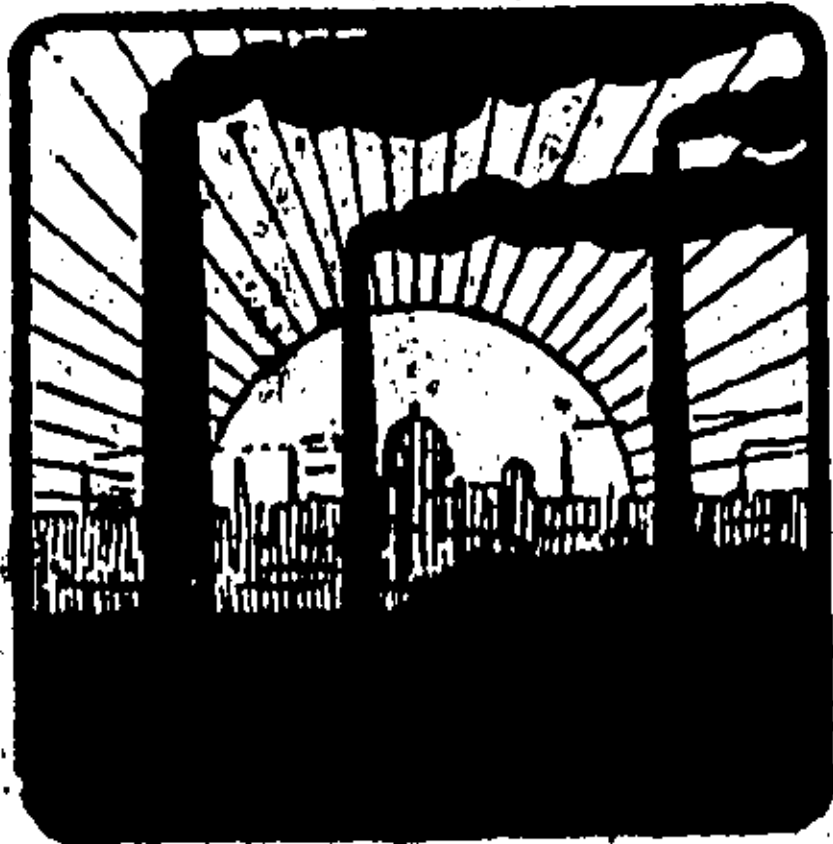


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"SCREENNEWS."

NOTES & COMMENTS FROM
THE FILM COLONY.

AMONG THE STARS.

[By "The Hollywood Boulevarder."] Reginald Denny's latest vehicle for Universal, entitled, "On Your Toes," has just been released. It was directed by Fred Newmeyer, who was responsible for many of Harold Lloyd's fine comedies.

William Fox has acquired the screen rights to "The Red Dancer of Moscow," which will soon go into production. Dolores Del Rio and Charles Farrell will have the leading roles.

Louis B. Mayer, Vice-President in charge of production for Metro-Goldwyn-Mayer, has returned to Hollywood from New York, where he attended the Will Hays trade practice conference.

Richard Barthelmess has started work in "The Noose" for First National, with John Francis Dillon directing. Those in the cast include Montagu Love, Lina Basquette, Thelma Todd, Alice Joyce, Jay Eaton and Bob O'Connor.

Famous Players has engaged Herman J. Mankiewicz to write the sub-titles for Richard Dix's new film, "The Gay Defender."

Basil Wrangel, a nephew of the famous Russian general, for the past year a film editor at the Metro-Goldwyn-Studios, is serving as technical adviser for John Gilbert's next picture, tentatively called "The Cossacks."

Paul Leni, the German director who made "The Cat and The Canary" and "The Chinese Parrot," is at present preparing for the production of Victor Hugo's "The Man Who Laughs." It has been announced that Mary Philbin will take the part of "Dea," with Conrad Veidt, Brandon Hurst, George Seligmann, Stuart Holmes, Josephine Crowell and Sam De Grassi in the support.

Edward G. Cline is making "Ladies Night in a Turkish Bath" for First National Pictures. As the title will tell, the story is a farce. Dorothy Mackall and Jack Mulhall having the leading roles.

MARVELLOUS MICROSCOPE.

The most marvellous microscope in the world—the only one of its kind existing—has been shown to the Royal Society in London. This instrument is the most penetrating eye that the human race possesses to-day. These are some of the things it will do:—Give a photograph in a depth of 1,250,000 part of an inch; show the interior organs of a microbe such as anthrax; resolve the smallest known living organism or mineral deposit; give a magnifying power of 3,500. Mr. J. E. Barnard, whose studies with Dr. Gye on the filter-passing cancer virus astonished the world a year ago, is responsible for this wonderful new instrument. Photographs of the "skeletons" of microbes such as anthrax, the hay bacillus, typhoid, or cholera, taken by this instrument, not merely give the outline of the creature, but show up the nuclei, the granules, and the different organs of the body. "We are advancing so rapidly in microscopical science, after being stuck for 30 years," said Mr. Barnard, "that even this instrument is likely to be out of date in a year or so. I believe that if we could utilise all the radiations of light available on the ultra-violet region of the spectrum there is nothing alive so small but what a picture of it could be defined for the human brain to appreciate."

SCIENCE SCRAPS.

FIRE HAZARD OF STEEL WOOL.

BURNING DANGEROUS.

No one ordinarily thinks of steel as possessing any fire hazard at all, but when it is cut into the fine filaments of steel wool it becomes a very real fire hazard. The burning of steel wool is particularly dangerous because it does not produce either flame or smoke to give warning. A fire in steel wool can be extinguished readily by the generous application of water or the product of one of the modern foam-producing extinguishers. The use of a carbon-tetrachloride type of extinguisher is dangerous, because in the presence of finely divided steel and air, phosgene, a deadly poison, is formed, and the heat generated by this reaction is likely to reignite the wool.

True Horizontal Boring.

When boring horizontal holes, it is easy to keep the bit at right angles to the work in the horizontal plane, but difficult to keep it at right angles in a vertical plane. This simple little trick for eliminating this trouble will be found very effective. A large iron washer is slipped over the shank of the bit before it is inserted in the chuck, and the hole is started. The washer is placed about half way between the chuck and the expanded part of the bit, and the boring is continued. If the hole is progressing horizontally, the washer will remain in the same position on the bit, but if the hole is slanting downward the washer will slowly travel towards the work. On the other hand, if the hole is slanting upward, the washer will travel toward the chuck. Merely by watching the washer and the horizontal angle of the bit, the hole can be bored true.

Sprayed Rustless Coatings.

A recent despatch from Germany mentions the use there of metallic zinc sprayed in a molten condition on to a metal surface by the aid of compressed air (Schoop process). This literally shoots the fine particles of zinc on to the surface at a velocity of 2,000ft. to 3,000ft. per minute, and thus secures a firmly adherent coating comparable to a "cold weld." It has been shown that with this metallising process the formation of rust is impeded, and at the same time the seams and riveting of the surface are reinforced. The expense of spray zincing is of course higher than that of painting, but the coat persists far longer and has proved its worth, particularly in the case of gasometers, under favourable climatic conditions.

Waterproofing Fishing Lines.

Those who are at all familiar with the most elementary chemistry know that one of the simplest ways to waterproof an object is to coat it with wax. While this general rule is very good, still there will arise occasions when the application of the wax is not found to be an easy matter. Just such an instance comes up in the waterproofing of fishing lines. One ardent sportsman has solved the problem in a simple manner, and tells of his system in "Field and Stream." The waterproofing on a hard-braided bait-casting line is not a permanent proposition like the enamelled dressing on a fly line. Ordinarily paraffin wax is used. Its purpose is twofold: to render the line smooth so it runs freely through the guides, and to reduce wear and add longer life. This paraffin dressing wears out quickly when much casting is done, but it can be replaced easily by the method described. Half-fill a can with water, and place it in another smaller pan, filled with paraffin wax. Place on the gas stove, and heat over a slow fire until the water becomes hot enough to melt the paraffin. Do not boil the water, for if the wax becomes too hot it will injure the line. When the paraffin is in a liquid state, thread the end of the line through the eye of a dipsey sinker, and drop it into the inner pan. You

\$2,000 RENT.

GOVERNMENT HOUSE IN JERUSALEM.

PAID TO GERMANS.

London, Nov. 14.

It is revealed in a parliamentary answer that the rent of Government House, Jerusalem, the official residence of the High Commissioner of Palestine—Lord Plumer—is paid to a German organisation.

Mr. Ormsby-Gore, Under-Secretary for the Colonies, answering questions by Colonel W. G. Nicholson, is stated in the official report of the House of Commons to have said:—

"The residence in question is the property of the Kaiserin Augusta Victoria Stiftung (Institution), to whom rent is paid by the Palestine Government."

"In 1926 the rent paid was £22,200. I am unable to say whether the figure has since been altered."

Colonel Nicholson also asked who is responsible for the repair of the damage to the building during the recent earthquake, but Mr. Ormsby-Gore replied that the liability has not yet been settled.

Government House, which stands on the Mount of Olives, was built by the Germans as an outcome of the ex-Kaiser's visit to Jerusalem in 1898. It dominates Jerusalem, is designed like a fortress, with walls many feet thick, and was the headquarters of the Germans and Turks in Palestine during the war.

On the ceiling of the chapel is a painting representing the ex-Kaiser as a Crusader, with the late Kaiserin as Queen. They are shown holding a model of the building.

The cost of the building is said to have been £250,000, of which the then German Emperor and Empress are believed to have paid a third.

can strip the line off the reel or unwind it from a spool which revolves on a nail. The rest is simple. Just draw the line through a cloth to wipe off the excess paraffin, drop the line in coils to the floor, and wind when cool.

Flattening Curled Photographs. Here is a simple method of taking the curl out of photographic prints that have rolled up in drying:—

The velvet-surface papers, such as are commonly used by the amateur, may be manipulated in the following manner. After removing from the final wash water, place face down on soft cotton cloths or towels to dry. They will curl while drying, but may then be made perfectly smooth by running a clean, fairly hot flat-iron quickly over the back of the prints, after they are thoroughly dry. For this purpose, they should be placed face down on a clean sheet of paper, laid on a cloth-covered ironing board or table. By this method, and also by ferro-typing, the finished prints or post cards will be left beautifully smooth and even, but with a curl toward the emulsion or picture side. This may be permanently removed, or they may be given a slight backward curl, by the application of heat while they are held evenly rolled in the opposite direction. This is best accomplished by rolling around a wooden roller or a round bottle of a slightly greater circumference than the over-all length of the prints. Several may be done at the same time, if placed with their backs to the tube and on the top of each other, and held tightly in place by one or two strong elastic bands. A few seconds' exposure over a hot stove or any source of dry heat, avoiding all open flame, will give the desired result.

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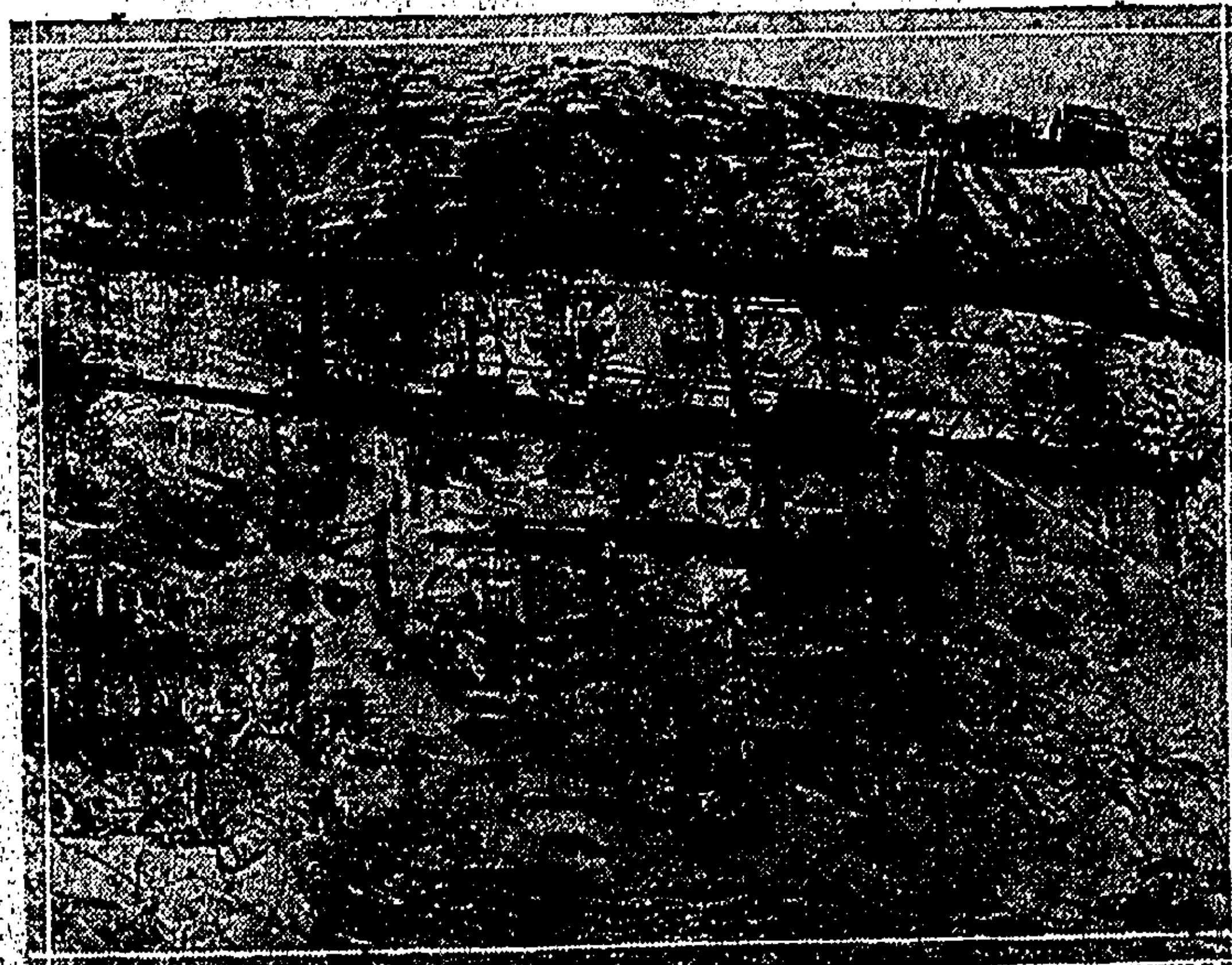


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POST OFFICE NOTICE.

NEW YEAR HOLIDAY.

On Monday, 2nd January, 1928, the G.P.O. will be open from 8 a.m. to noon and the Branch Post Offices from 8 a.m. to 9 a.m. There will be one collection from the pillar-boxes and one delivery of ordinary correspondence as on Sundays, and one delivery of registered correspondence at 9 a.m. The Money Order Office will be entirely closed.

INWARD MAILS.

| From | Per | 31 |
|-------------------------------------|------------------|----|
| U.S.A., Honolulu, Japan & Shanghai. | Pres. Harrison. | 1 |
| Shanghai & Swatow | Sinkiang. | 2 |
| MONDAY, JANUARY | | |
| Australia & Manila | Anafura. | 1 |
| Calcutta & Straits | Santha. | 1 |
| U.S.A., Honolulu, Japan & Shanghai. | Pres. Jefferson. | 1 |
| Shanghai & Amoy | Linn. | 1 |
| FRIDAY, JANUARY | | |
| Japan & Shanghai | Morea. | 1 |
| SUNDAY, JANUARY | | |
| U.S.A., Honolulu, Japan & Shanghai. | Taiyo Maru. | 1 |

OUTWARD MAILS.

| For | Per | 31 |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|-----------|
| Saigon | Tai Fook Sing | 2.30 p.m. |
| Shanghai & Europe via Siberia | Sui Yang | 5 p.m. |
| Amoy | Anking | 5 p.m. |
| Holhow, Pakhoi & Haiphong | Tean | 5 p.m. |
| Manila | Pres. Harrison | 5 p.m. |
| SUNDAY, JANUARY | | |
| Bangkok via Swatow | Kalgan | 9 a.m. |
| Swatow, Amoy & Poochow | Hai Ning | 9 a.m. |
| Formosa via Swatow & Amoy | Hozan Maru | 9 a.m. |
| MONDAY, JANUARY | | |
| Swatow | Hydrangea | 9 a.m. |
| Amoy | Tijilong | 9 a.m. |
| Straits & Calcutta, Parcels 9 a.m. | | |
| Letters 10 a.m. | | |
| Shanghai, Japan, Honolulu, U.S.A. | Fooksang. | |
| *Canada, *C. & S. America & *Europe via San Francisco—due San Francisco 26th Jan. 1928. & Europe via Siberia. Parcels 10 a.m. Letters 11.15 a.m. Letters noon. | | |
| TUESDAY, JANUARY | | |
| Holhow, Pakhoi & Haiphong | Pres. McKinley. | 8.40 a.m. |
| Saigon, *Straits & Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles—due Marseilles 3rd February 1928. K.P.O.—Registration 1 p.m. Letters 1.15 p.m. G.P.O.—Registration 1.45 p.m. Letters 2.30 p.m. | Taiwan Maru | |
| Amoy | Andra Lebon | 3.30 p.m. |
| Shanghai, Japan, Canada, U.S.A. & C. & S. America & *Europe via Vancouver, B.C.—due Vancouver B.C. 22nd January 1928. & Europe via Siberia. Parcels 9 a.m. Letters 10 a.m. G.P.O.—Registration 1.45 p.m. Letters 2.30 p.m. | Sinkiang | |
| WEDNESDAY, JANUARY | | |
| Swatow, Amoy & Poochow | Emp. of Russia | 8.30 a.m. |
| Swatow, Amoy & Poochow | Menado Maru | 8.30 a.m. |
| Swatow, Amoy & Poochow | Hai Hong | Noon |

Printed and published for the proprietors by **WILLIAM GARDNER**, Managing Editor, at 5, Wyndham Street, Hong Kong.

JAPAN & CHINA.

Shantung Expedition Criticised.

DIET DISCUSSIONS.

Problems Of Manchuria And Mongolia Raised.

Tokyo, Dec. 12. The China policy of the government of Baron General Tanaka, Premier of Japan, will come in for severe criticism during the next session of the Diet, it was indicated to-day.

The opposition party, the Minseito, will centre its attack on the Government, as far as foreign policy goes, on the Premier's record with regard to China.

The attack will be along two major lines:—
1.—The military expedition into Shantung Province last fall, and the alleged aggressive attitude taken by the Japanese army toward China at this time.

2.—Alleged failure of the much-heralded "positive policy" of the Tanaka government towards the so-called problem of Manchuria and Mongolia.

"Grave Mistake."

The western Japanese convention of the opposition party held in Osaka adopted resolutions asserting that "the military expedition into Shantung Province was a grave mistake." The Tanaka Cabinet only withdrew Japanese troops from Chinese territory when forced to do so by violent criticism at home. The resolution also termed the Premier's Manchuria-Mongolia policy as "pitiable" declaring Baron Tanaka tried to solve pending questions through "propaganda" which excited the antipathy of the Chinese population and led to anti-Japanese riots in Mukden.

"MOTHS."

AIR MINISTRY ORDERS TWENTY.

ECONOMY IN PETROL.

Rugby, Yesterday. An order for 20 of the latest two-seater Moth type of aeroplanes, fitted with 30 horse-power Cirrus mark second air-cooled engines, has been given to the De Havilland Company by the Air Ministry and will be used by the Home Defence Air Force for purposes of communication between aerodromes and military centres. These machines, which are in wide use by civilian flying clubs, have a top speed of 102 miles hourly and a cruising speed of 85 miles. Economy in petrol consumption will be effected by their employment on tour of inspection and for other purposes of communication.—British Wireless Service.

POLICE METHODS.

AFGHAN PARTY VISITS BRITAIN.

EDUCATIVE TOUR.

Rugby, Yesterday. A party of six Afghans has arrived in London from Kabul to study the organisation and methods of the British police.

Early in the New Year, they will visit Birmingham as a typical provincial town and later, they will return to London to examine the methods of Scotland Yard and to extend their study to the Metropolitan Police system.

Tari Khan, the Afghan Minister of Kabul, was six months in Britain, during which he made himself thoroughly familiar with police organisation.—British Wireless Service.

SCHEIDER CUP.

SUGGESTED COURSE FOR NEXT RACE.

Rugby, Yesterday. The course between Liverpool and Southampton, which has been suggested for use in the next Schneider Trophy race, was inspected yesterday by Captain Wilson, of the Royal Aero Club, and Lieutenant Kinkhead, one of the competitors in this year's race. The Admiralty Harbour Board have agreed to allow the race to be held in the Mersey, and a fine stretch of water, which would be ideal for the purpose, is available. The course, which is ideal for spectators and competitors alike, will ensure safety for spectators and competitors making forced landings.—British Wireless Service.

SNOWBOUND.

Plight of Towns And Villages.

MILK FROM THE AIR.

Skating, Tobogganing, & Sledging Revived.

Rugby, Yesterday. The countryside in southern England remains snowbound and although a gradual improvement is reported in some of the main roads many are still impassable and the work of clearing is hampered by the continuance of sharp frost.

High winds have dropped, however, and the English Channel is calmer. Sailings are being resumed from Dover to Calais to-day.

The air services to the continent from Croydon operated yesterday and an unusually large number of passengers was carried.

Frost has checked the flood in the Thames valley and the situation in Canterbury and Maidstone has improved, the floods caused by the overflowing of the Stour and the Upper Medway having subsided.

Roads which were flooded are now coated with ice.

The railway services are now practically normal. Traffic on most of main railway lines has been but little affected and London, North Eastern Railway worked no fewer than two hundred additional trains during the holiday season in spite of snowdrifts and frozen points and carried about 275,000 long-distance passengers and 400,000 parcels.

The international telephone services have now been resumed, but communication with the Continent is hampered owing to many of the lines to Paris and to Zurich and Basle being down.

Forecasts indicate a continuance of the frost during the week-end with possibility of further snow falls.—British Wireless Service.

Railways Normal.

Rugby, Yesterday. The railway services are now normal and, with the subsidence of the gales, the steamer services across the Channel have been resumed in full.

Cross-channel air services are not only normal but have had to be augmented owing to demand for seats. In addition to their usual silver wing service at noon Imperial Airways had to put on special service of Handley Page Napier air liners.

Road traffic, however, is little easier, and small towns and villages remain snowbound. Aeroplanes have been used in some localities to bring badly needed supplies to isolated places. For instance an aeroplane piloted by Captain Hope, winner of the King's Cup, was leaving London Aerodrome this evening to fly low over five snowed-up villages near London and drop parcels containing tins of condensed milk.

One result of the wintery conditions is that many people who had arranged visits to Switzerland for Winter sports have cancelled them as they can get all the Winter sports they want at home. The frozen state of the ponds and waterways has, indeed, brought about a revival of ice skating which has languished for many years owing to unsuitable conditions and tobogganing and sledging are proceeding merrily.—British Wireless Service.

Blizzards, heavy snowfalls, and tempests in North-western Japan are dislocating the railway traffic and many wrecks are feared with considerable loss of life.—Reuter.

JAPAN'S "TUBE."

FIRST UNDERGROUND IN FAR EAST.

Tokyo, Yesterday. Patterned on the New York subway, and claimed to be earthquake-proof, the first underground railway in the Far East was opened to the public this morning. At present it is only 1.5 miles and a half and connects the important railway terminus at Ueno with the pleasure quarter of Asakusa. Eventually it will be extended to nine miles in the western suburbs.—Reuter.

TO-DAY'S DOLLAR.

The closing rate of the dollar on demand to-day was 2/0 7/16.

A TRAGIC END.

Russian Diplomat's Suicide.

BROODED OVER FAILURE.

Headed Important Missions To China And Japan.

Moscow, Dec. 1. Tragic end to a brilliant diplomatic career of international renown came when Adolph Joffe, one-time Far East negotiator, committed suicide.

The act is believed to have been immediately due to a severe and painful nervous inflammation from which Joffe had suffered for years. Behind, however, lay also many years of hard and intelligent work seldom crowned with the success which his associates considered thoroughly his due.

Joffe was originally a physician and surgeon. With the Russian revolution and the rise of the Bolshevik regime, he became the first Soviet Ambassador to Germany, where he was well liked.

His best chance for genuine diplomatic victory came when he headed treaty missions to China and Japan in 1922 and 1923. He did important and constructive work, but was able only to lay a foundation. In Japan, which he visited shortly before the disastrous earthquake of September 1, 1923, Joffe became embroiled with the vernacular press through a petty scandal involving his wife and secretary, and the affair swelled to such proportions as seriously to impair his usefulness in the negotiations.

Joffe is known to have been deeply grieved when Lev Mikhailovich Karakhan, coming to Peking first as head of a Soviet Mission, doubly succeeded where Joffe appeared to have failed. Karakhan negotiated with Dr. C. T. Wang and finally signed a treaty with Foreign Minister Wellington Koo granting "mutual recognition" between China and Russia, gaining the position of first Ambassador to China for himself, and subsequently obtained Japanese recognition through a treaty signed with the Japanese Minister to Peking, Yoshizawa.

It had been hoped by Joffe that he might initiate American recognition through Peking diplomatic channels. On one occasion, he met with the then American Minister Schurman (now Ambassador to Germany) at the home of an American newspaper correspondent and hinted at terms. This effort was unsuccessful.

BOYS' TOUR.

MESSAGE FROM PRINCE OF WALES.

GREAT OPPORTUNITY.

Rugby, Yesterday. To 43 public schoolboys who left London to-day for a three months' trip to South Africa H.R.H. the Prince of Wales sent a special message. He said: "Your tour will be full of interest, and I think you are very fortunate at the outset of your careers to have the opportunity of gaining first-hand knowledge of one of our great Dominions. I shall be interested on your return home to hear from the Committee an account of your tour."

The boys, whose ages range from 17 to 19 were those selected by the Schools Empire Tour Committee.—British Wireless Service.

FRENCH FINANCE.

COMMENTS ON REDUCTION IN BANK RATE.

Paris, Yesterday. The newspapers comment upon the reduction in the bank rate on France. It is now at its lowest since the war and is lower than those of all the great countries except the United States.

The "Journale Industrielle" says the reduction shows that France's financial conditions are quite sound and was evidently effected because of the exceptional abundance of capital on the Paris money market. The "Echo de Paris" observes that the reduction will enable the Banque de France to take full control of the discount, which for a considerable time has been diverted elsewhere.—Havas.

TOLSTOY'S famous romance of a Russian prince and a beautiful peasant girl—

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